

# MOTOR RACING

and  
ECONOMY CAR NEWS

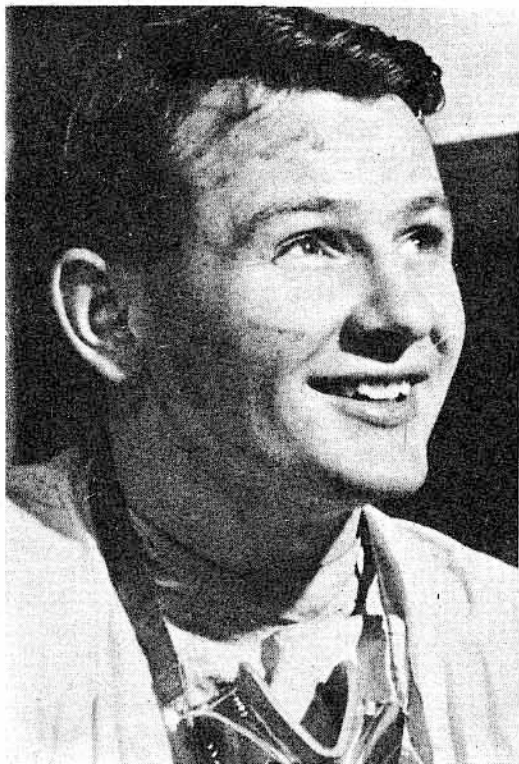
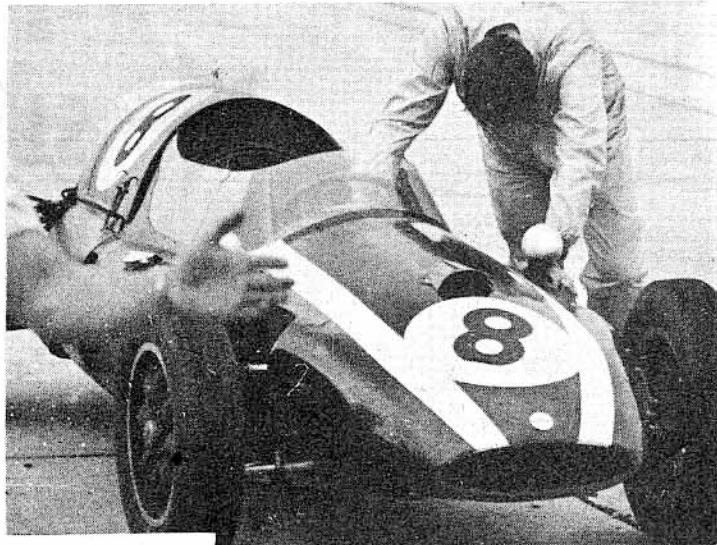
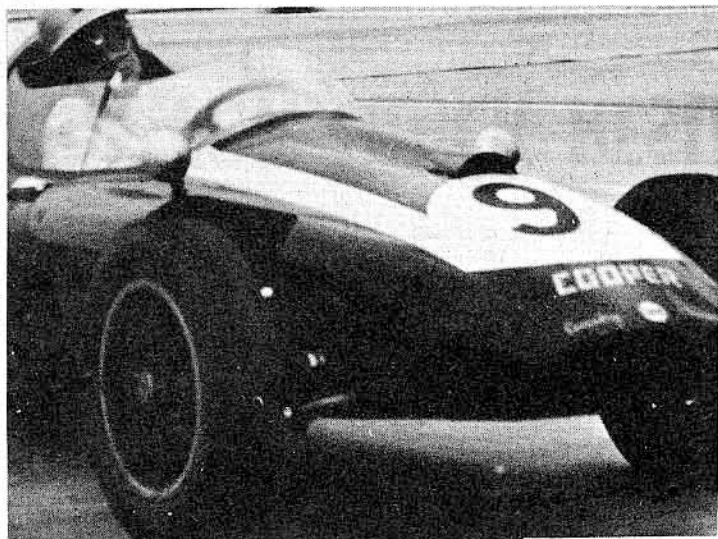
5th Year—No. 4 Culver City, Calif.

(Published bi-weekly except last issue of calendar year)

Dec. 11-18, 1959

25c

## First U.S. Grand Prix



### The Winner and The Champion

YOUNG, HANDSOME Bruce McLaren, of Auckland, New Zealand, scores his greatest triumph as he powers his little Cooper-Climax (upper left) to victory in the first U.S. Grand Prix at Sebring, Fla. At left he relaxes with the smile of victory. Upper right: Jack Brabham, of Australia, who led practically all of the race, ran out of gas on the last lap, and here he pushes his Cooper-Climax the last half mile to the finish line. He took fourth, but had already clinched the 1959 World Drivers' Championship. At right, with a cumquat lei draped around his neck, he smiles faintly after his hectic pushing ordeal.

(MOTORACING Photos by  
Gus V. Vignolle)





**Vignettes**  
By Gus V. Vignolle

- U.S. GRAND PRIX
- ADIOS, SEBRING
- CHARITY'S CUT

# MOTOR RACING

and  
ECONOMY CAR NEWS

**CHRISTMAS BARGAIN**

Having trouble thinking what to give for Christmas? No problem. If your friends or relatives follow sports car and Formula 1 road racing, rallying or economy car happenings, your worries are over. A subscription to **MOTORACING** for \$2 per year instead of \$3 is the answer. Please turn to Page 9 to learn about this great Christmas bargain offer. The subscription order blank tells you all about it.

5th Year — No. 4 Culver City, Calif. Dec. 11-18, 1959  
(Published bi-weekly except last issue of calendar year) 25c

SEBRING, Fla., Dec. 12 — What does a rube from the Far West think of Grand Prix racing in general, the first US Grand Prix here in particular, the future of this sport in America, etc., etc.?

Well, draw up a chair and I'll give you some glittering cadenzas to wit:

First of all, get racing out of this little town, which is in the middle of nowhere. The foreign press turnout to this race was fantastic. I talked to a great many veteran motoring writers from all over the world. Unanimously, they could not fathom this Sebring bit.

I can only surmise that Alec Ulmann, the race promoter, must own a lot of real estate here, including all the hotel and eatery concessions.

The lady at the Sebring Hotel, where I had the misfortune of staying, freely admitted rates were doubled on advice of the "hotel association." The squalor here was worse than Forrest Rd., Bombay, India. The cockroaches walked off with two pieces of luggage.

The race was a financial flop—and certainly anything but an artistic success. They said Ulmann dropped \$30,000, but an insider told me the cagey promoter tapped a number of firms and individuals for the scratch necessary to stage the event and that "he actually

(Continued on Page 11)

## 2 Full Pages of Photos Appear In Center Spread

Please turn to Page 2 for stories, photos and charts of CSCC Riverside races.

And a big splash of copy and photos of the Nassau races appears on Page 3.

Plus two full pages of photos of the Sebring and Nassau action on Pages 6-7.

MOTORACING went up four pages to 12 to give you added written and pictorial coverage.

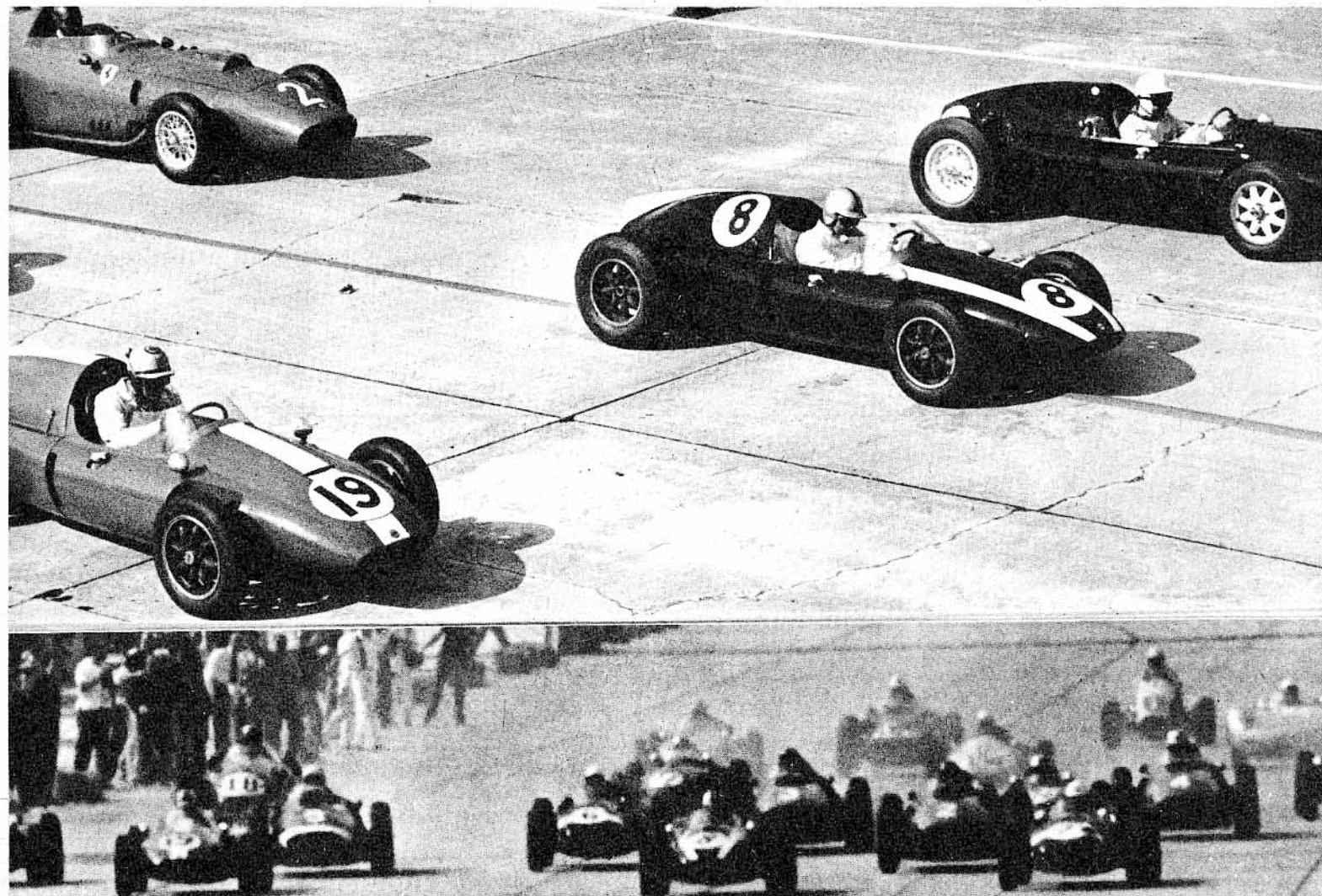
## Ireland 5th; Von Trips 6th

At presstime, the following was received from Sebring Grand Prix racing officials:

"Previous results showed No. 4 Ferrari (von Trips) in fifth place and No. 10 Lotus (Ireland) in sixth place. The final correct positioning of the two cars is now reversed. The Lotus No. 10 finished fifth and the Ferrari No. 4 sixth.

"The International Race Regulations, Article 26, demand that cars be classified for the finish according to the complete number of laps covered. However, if a car takes more than three times that of the fastest lap during the race at Sebring (this was 3 minutes, 5 seconds) to complete its last lap, the latter cannot be taken into consideration when computing the distance covered by the car involved.

"The Ferrari car No. 4, due to mechanical difficulties took 12 minutes, 6.2 seconds to complete its last (39th) lap. Hence, the last lap must be discounted. This decision causes the Lotus No. 10 to be awarded fifth place and Ferrari No. 4 reverts to sixth place."



STIRLING MOSS (top right) booms to the front as flag fell in first US Grand Prix at Sebring, Fla. Others in front row are Harry Schell (left) and Jack Brabham. All are Cooper-Climaxes. Tony Brooks' Ferrari is in second row.

Bottom: Field thunders away, with Moss (7) in front, followed by Brabham (8). Brooks (2) is between them, and Maurice Trintignant (6) is to the left of Brabham. (MOTORACING photo by Gus V. Vignolle).

# M'Claren Captures GP; Brabham 4th - No Fuel

BY GUS V. VIGNOLLE  
MOTORACING Staff Writer

## U. S. GRAND PRIX RACING CHART

Pos.	Driver	Car	Laps	Time	Miles	Avg. Speed
1.	Bruce McLaren	Cooper-Climax	42	2:12.35.7	218.4	98.83
2.	Maurice Trintignant	Cooper-Climax	42	2:12.36.6	218.4	98.84
3.	Tony Brooks	Ferrari	42	2:15.36.6	218.4	98.53
4.	Jack Brabham	Cooper-Climax	42	2:17.33.0	218.4	95.04
5.	Innes Ireland	Lotus	39	2:13.49.4	202.8	99.58
6.	Wolfgang von Trips	Ferrari	38	2:00.30.6	202.8	91.68
7.	Harry Blanchard	Porsche RSK F2	38	2:16.34.2	197.6	86.82
8.	Roy Salvadori	Cooper-Maserati	24	DNF	Gearbox	
9.	Cliff Allison	Ferrari	23	DNF	Clutch	
10.	Rodger Ward	Offenhauser-Kurtis	21	DNF	Clutch	
11.	Alessandro De Tomaso	OSCA	14	DNF	Brakes	
12.	Phil Hill	Ferrari	9	DNF	Clutch, fr. brakes grab	
13.	Frederico D'Orey	Tec Mec-Maserati	7	DNF	Throwing Oil	
14.	George Constantino	Cooper-Climax	6	DNF	Overheating	
15.	Harry Schell	Cooper-Climax	6	DNF	Clutch	
16.	Stirling Moss	Cooper-Climax	5	DNF	Gearbox	
17.	Alan Stacey	Lotus	2	DNF	Gearbox locked	
18.	Boris Said	Connaught	1	DNF		

FASTEST LAP—Maurice Trintignant, Cooper-Climax, 3m. 05.0s., 101.13 mph.

SEBRING, Fla., Dec. 12 — Two handsome members of the fading British Empire figured here today in the first United States Grand Prix road race.

Bruce McLaren, 22, of Auckland, New Zealand, won his first Grand Prix after the leader from the sixth lap, Jack Brabham, of Sydney, Australia, ran out of gas on the last lap and finished fourth.

The setting was tremendous here on this cold, windy day that wound up with a deluge shortly after the race was over.

The world drivers' championship was to be decided. Brabham was on top, but either Stirling Moss or Tony Brooks of England could have snared the bauble.

Moss, who is horribly hard on machinery, completed only five laps. Brooks, a London dentist who impressed this observer tremendously, finished third to lead the

Ferrari contingent. That left him out.

### Coopers Score

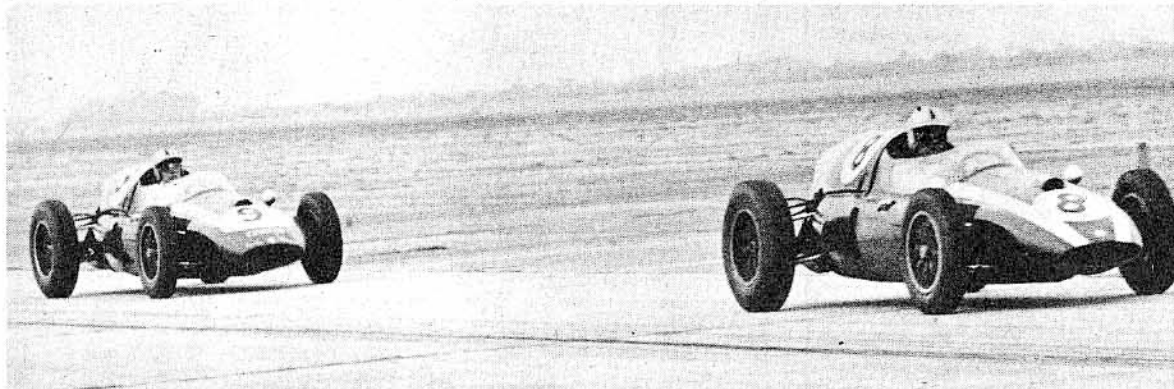
Both McLaren and Brabham drove rear-engined factory Cooper-Climaxes.

McLaren averaged 98.83mph for the 218.4-mile race around 42 laps of this killing 5.2-mile airport course.

He won by only one second over the stoic little Frenchman, Maurice Trintignant, also driving a Cooper-Climax.

Then, still in the same 42nd lap, came Brooks and Brabham. Three laps behind, in fifth place, was Count Wolfgang von Trips, of Germany, in a Ferrari, followed by Innes Ireland, of Scotland, in a Lotus, and Harry Blanchard, of Greenwich, Conn., in a Porsche single-seater, the only American

(Continued on Page 5)



HERE IS the way it was for almost all of the US Grand Prix. Jack Brabham's factory Cooper leads Bruce McLaren, who was waved to the front when Brabham ran out of gas on

last lap. It was as though Brabham was towing McLaren. (MOTORACING photo by Gus V. Vignolle)

# Success? No! Fans Off Early

BY HENRY N. MANNEY III  
MOTORACING Staff Writer

SEBRING, Fla., Dec. 12 — As a venture into the unexplored field of Grand Prix racing in the U.S., the GP at Sebring was hardly a smashing success money-crowd- or spectacle-wise but it did provide the all-important thin end of the wedge towards European participation. How then did it fall short of expectations?

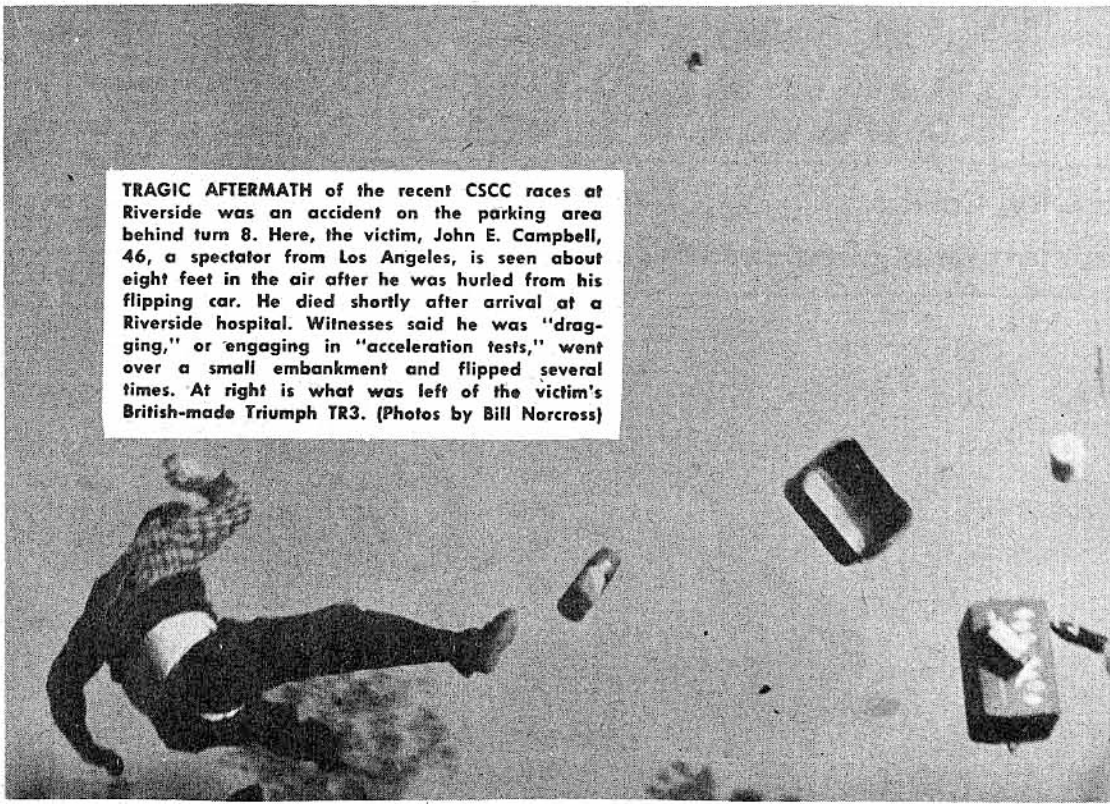
Surely there were enough interesting entries and name drivers (with only the spear-carrier BRM and Aston Martin teams absent) to guarantee a rousing turnout, with the added attraction of Rodger Ward's giant-killing midget. Yet there was not the attendance (Continued on Page 10)



AT SEBRING FRONT—Henry N. Manney, III (left), MOTORACING'S European correspondent, and R. B. Bensted-Smith, writer for THE MOTOR of London.



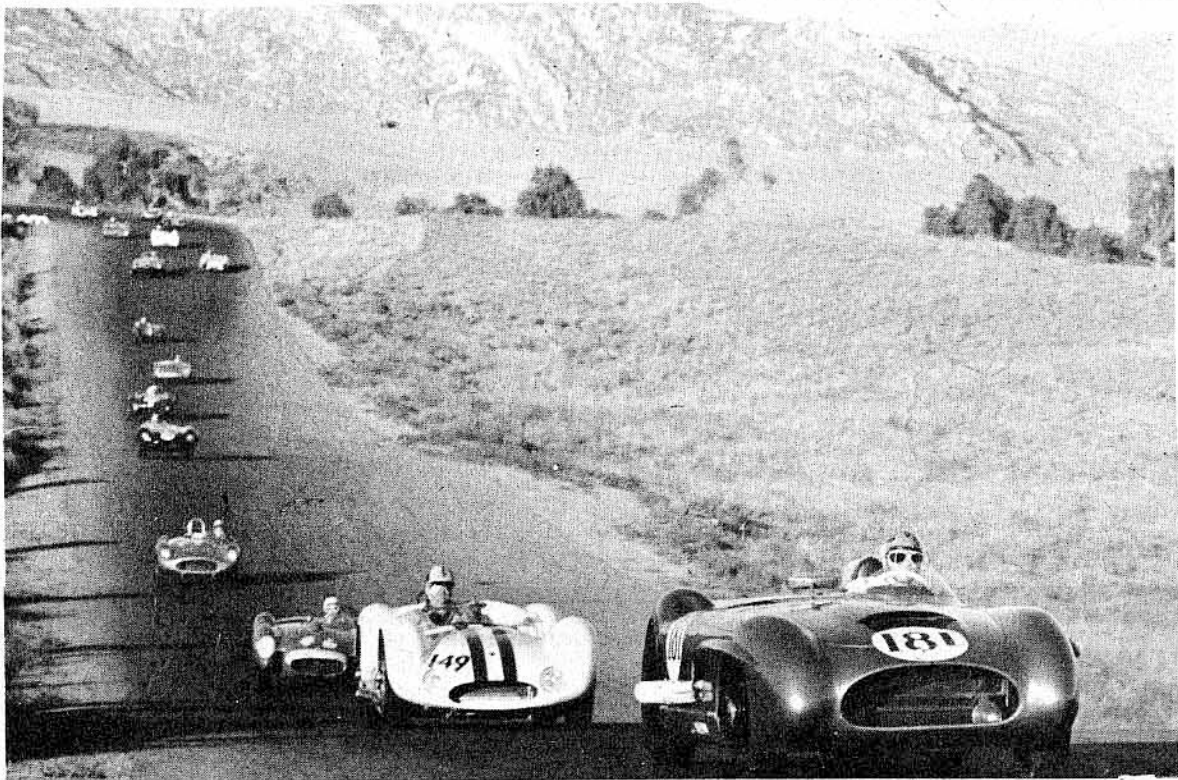
# Speeding Spectator Killed at Riverside Races



TRAGIC AFTERMATH of the recent CSCC races at Riverside was an accident on the parking area behind turn 8. Here, the victim, John E. Campbell, 46, a spectator from Los Angeles, is seen about eight feet in the air after he was hurled from his flipping car. He died shortly after arrival at a Riverside hospital. Witnesses said he was "dragging," or engaging in "acceleration tests," went over a small embankment and flipped several times. At right is what was left of the victim's British-made Triumph TR3. (Photos by Bill Norcross)



BOB DRAKE racing to second place at Riverside Raceway in the 2.8 birdcage Maserati. (Photo by Robert P. Tronolone).



WINNER OF CSCC main event at Riverside was Bill Krause, shown leading the pack approaching turn 7 in Corvette-powered Mercedes. Following are Bob Drake, Maserati, and Dick Morgensen, Ferrari. (Photo by Robert P. Tronolone).



ED FREUTEL winning the formula and modified-under 1000cc race at Riverside in potent Stanguellini formula junior. Leaving turn 8 here, he is followed by Bill Wood's Panhard. (Photo by Bill Norcross).

## Riverside Results

California Sports Car Club Riverside Sports Car Races, Riverside Raceway. 3.275 mile asphalt road course. Sunday Dec. 6, 1959. First 10 places and class winners only in production races.

RACE 8—PROD. G & H not qual. for Race 10, 8 laps, 26.2 mi., time 22:16 avg. 70.6mph, 15 entries.

SEC	POS.	BEHIND	DRIVER	CAR	CLASS
1	1		Grossman, D.	AH Sprite	1H
2	1		Webb, J.	D-B Cpe.	2H
3	21		Honeter, J.	MGTF	1G
4	22		Pickering, R.	AH Sprite	3H
5	25		Cunningham, P.	AH Sprite	4H
6	38		Stephenson, H.	Fiat Ab. Spy.	1I
7	39		Thompson, J.	AH Sprite	5H
8	51		Neuman, N.	AR Sprint	2C
9	52		Randolph, L. E.	AH Sprint	6H
10	89		St. Hilaire, L.	AH Sprint	7H

RACE 9—PROD. D, E & F not qual. for Race 10, 8 laps, 26.2mi; time 20:47; avg. 75.7 mph. 30 entries

POS.	BEHIND	DRIVER	CAR	CLASS
1		Windhorst, B.	AH 100S	1D
2	9	Kunkle, P.	AC Bristol	2D
3	43	Milana, T.	Alfa Su. Spy.	1F
4	52	Ostland, J.	TR3	1E
5	55	Greycloud, A.	MGA	2E
6	58	Shorman, D.	MGA	3F
7	58.5	Nelson, C.	Elva Courier	4F
8	60	Gates, C.	Por. Spd.	5F
9	61	Elms, R.	MGA	6F
10	61.5	Atsatt, B.	Elva Courier	6F

RACE 10—1st 7 cars from races 1, 2 and 3, and Class D from Race 4. 8 laps, 26.2mi., time 19:50, avg. 79.3mph., 26 entries.

POS.	BEHIND	DRIVER	CAR	CLASS
1		Breskovich, J.	AH 100S	1D
2	1	O'Dell, R.	Por. Car.	1E
3	4	Parkinson, J.	AH 3000	2D
4	5	Hills, J.	Per. Car. GT	3D
5	24	Piolatto, B.	Per. Car. Spd.	2E
6	28	Kessinger, C.	Alfa Su. Spd.	1F
7	29	Barker, E.	Por. Spd.	2F
8	44	Hathaway, R.	Alfa Vel.	3F
9	45	Young, B.	AC Bristol	4D
10	46	Towers, C.	AC Bristol	5D

RACE 11—PROD. B & C, 8 laps, 26.2mi., time 18:51, avg. 83.3mph., 11 entries.

POS.	BEHIND	DRIVER	CAR	CLASS
1		Bondurant, B.	Corvette	1B
2	.5	Mayell, V.	Corvette	2B
3	6	Sturgis, B.	Ferr. Berl.	3B
4	29	Mears, D.	MB 300SL	1C
5	89	Saraga, F.	Jag. XK120	2C
6	99	Richardson, H.	Jag. XK120	3C
7	102	Pickens, G.	Corvette	4B
8	102.5	Culkin, P.	MB 300SL	4C
9	117	Lyon, J.	MB 300SL	5C

RACE 12—FORMULA & MODIF. UNDER 1000cc, 10 laps, 32.7mi., time 25:53, avg. 76.0mph., 19 entries.

POS.	BEHIND	DRIVER	CAR	CLASS
1		Freutel, E., Jr.	Stanguellini	1FI
2	10	Parkinson, J.	Fiat Ab.	1H
3	52	Wood, B.	Panhard	2H
4	84	Ross, J.	Lotus Cli.	3H
5	85	Ling, J.	AH Sprite	1G
6	90	Simon, H.	MG Spec.	2FI
7	143	Tholen, D.	Crosley Spl.	4H
8	1L23	Starbuck, J.	Devlin Cros.	5H
9	106	Scott, F.	Crosley Spl.	6H
10	180	Snow, R.	Jap. Spl.	7H
11	2L123	Quiver, B.	Marretti	1F3
12	4L135	Cunningham, B.	Miller Spl.	8H
13	5L38	Smith, E.		9H

DNF: Jones, H., Lotus Cros.; Molle, W., Panhard; Wheeler, B., DB Panhard; Peterson, G.; Roth R., Cooper Norton; Weber C., Form III.

(Continued on Page 5)

# Krause Winner; Posts New Mark at Riverside

BY W.R.C. SHEDENHELM  
MOTORACING Staff Writer

RIVERSIDE, Calif., Dec. 6—Bill Krause drove a newly-rebuilt Corvette-powered, ex-Chuck Porter Mercedes-Chevy Special to a decisive win today, setting a course record, with an average 89.5mph for the 20-lap, 65.5-mile main event. The previous course record was set by Phil Hill, at last October's Grand Prix, at 89.03mph. In Saturday's Main, Krause averaged an even faster 89.7mph during the 6-lap, 19.7-mile event.

With many of the West Coast name drivers in Nassau and Sebring, the top competition for Krause came from Max Balchowsky in his Buick-engined "Ole Yaller Mk. II" and restaurateur Bob Drake in a new 2.8 liter "birdcage" Maserati. Balchowsky pitted early in the race with tire and suspension trouble, leaving Drake, in the relatively small-engined Maser to finish 52 seconds behind young Krause.

Dick Morgensen was third in his Ferrari. Testa Rossa.

### No Striking It

Even when Krause was assured an easy first overall, he kept his foot well into the firewall, turning repeated laps with impressive consistency. At the midpoint in the 20-lap race, Krause was clocked through the timing traps on the long back straight at exactly

(Continued on Page 9)



## PITSVILLE

BY MARIE DIXON

CSCC — DEC. 5-6

RIVERSIDE—Vince Mayell arrived at the track at noon Sat. with a couple of banged up cars. While towing his Corv. thru' wind conditions he suddenly drove into a sand drift. Just inside the (sand) curtain was an accident and Vince hit a stopped car. The front end of his tow car was bent and the Corv. jumped the trailer and tore up some fiberglass.

T. K. Johnson brought his MGA from Sacramento anxious for a good go at Riverside. After 3 laps of practice he was finished for the week end with no oil pressure and a flat tire. He's still wondering who lost the piece of piston that punctured his tire.

Before practice on Sat. Maurice Coleman discovered a broken axle on his F3 and became a spectator. On Sun., magneto trouble kept him from getting on the course.

Factory specs on the new 2.8 Maser were, weight 1200 lbs. with 265 horses. Bob Drake reported the wt. closer to 1400 lbs. with approximately 230 horses. Bob is very enthusiastic about the car but is playing it cool until he gets to know it.

Talking about being enthusiastic—many people were about Ed Freutel's Stanguellini. Formula Jr.'s. going to GO, GO, GO!!

A bent front suspension was Jerry Ostland's trouble after he rode the rail thru' turn 9 in Sat. practice. Parts came from L.A. Sun. morning and the TR3 was ready in time for his race. Jerry had a smile from ear to ear after he won his class. Now that he's broken his jinx with CSCC he'll quit racing.

There was no racing for Mark Cummings after he hit the guard rail in turn 1 and went off the course in his Cm spl. Besides a lot of bent metal, he

(Continued on Page 10)

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Published Bi-weekly, except last issue of calendar year by V. & P., Inc.  
3862 Westwood Blvd.  
Culver City, Calif.  
HOLLYWOOD 9-3594

For the Classified Advertising Department only: 4041 Marlton Ave., Room 208, L.A. 8 or phone AX. 2-0287.

No. Calif. Advertising, Subscriptions & Editorial ..... Wm. L. Finetrock Co., 1201 Van Ness Ave., San Francisco 9, TUXedo 5-4050

Gus V. Vignolle ..... Editor & Publisher  
Jules Delancey ..... Advt. Mgr.  
June Vignolle ..... Circulation

Advertising Rates on Request

Mailing Address: P.O. Box 1127  
Culver City, Calif.  
YEARLY SUBSCRIPTION RATES  
Domestic \$3 — Foreign \$4  
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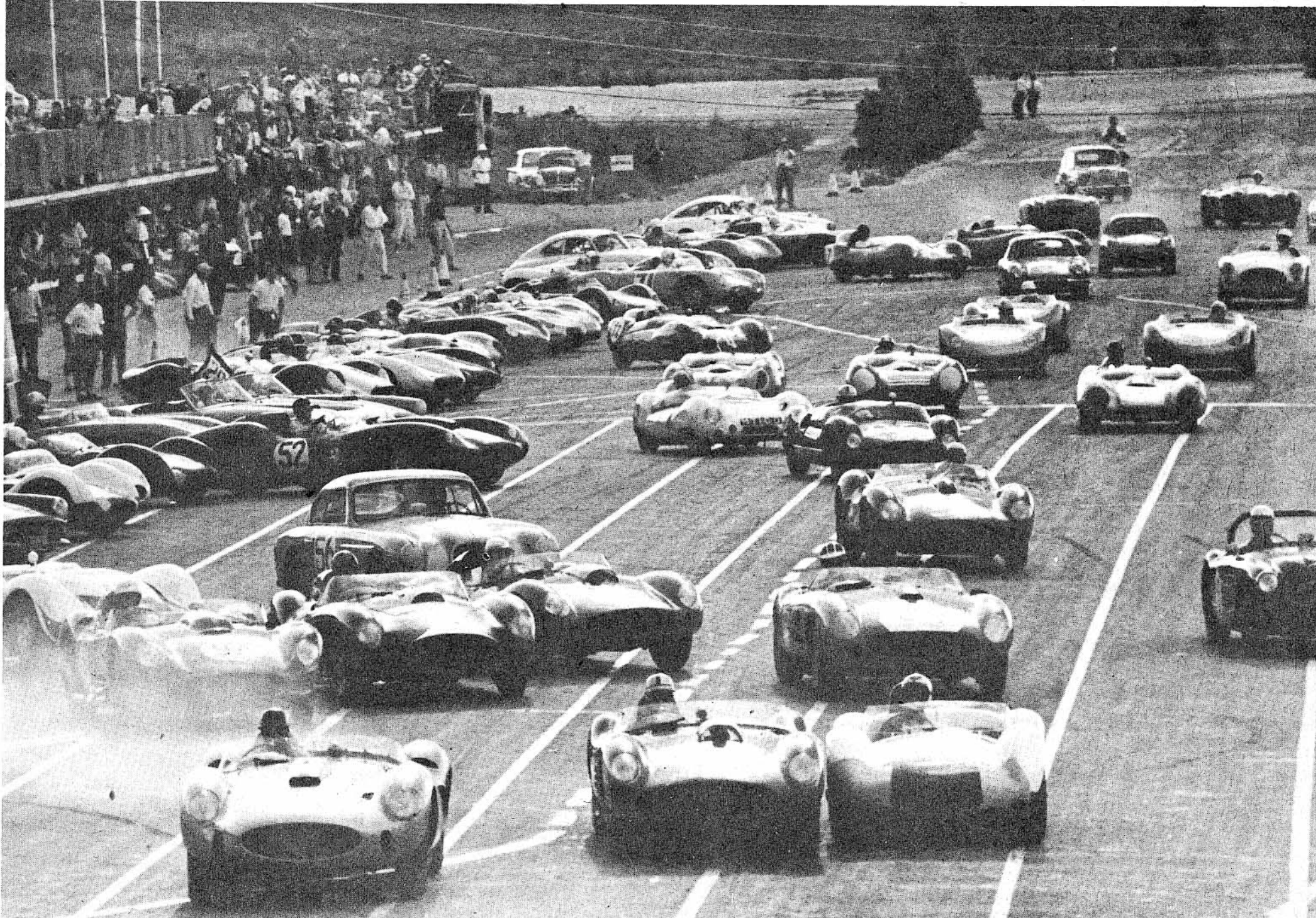
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# Action Galore on Nassau Race Front



**ROARING ACTION**—The field thunders off in Le Mans-type start for the big Nassau Trophy sports car race in the Bahamas. Front row, from left: Richie Ginther, Ferrari; Pedro Rodriguez, Ferrari; and Gaston Andrey, Maserati. At this point Andrey has already twice pranged Rodriguez' car.

later belted him again, causing the Mexican boy to spin out at turn 2. Third from left in second row is Phil Hill, who took second in Ferrari. (Photo by Bahamas News Bureau).



**GEORGE CONSTANTINE** blazes to victory in 4.2 Aston Martin to win \$11,000 in Nassau Trophy race.

(Photo by Bahamas News Bureau)



**JIM YAMANE**, Japanese-American from Hollywood, Calif., won first annual international Grand Prix for karts at Nassau. He averaged 44.139mph for 100-lap 50-miler, won \$2000. He built racer himself. Presenting trophy is Sir Sydney Oakes, president of the Bahamas Automobile Club.

## Nassau Trophy Road Race Worth \$31,000

1. George Constantine (Aston-Martin DBR2)	\$7500
Shell Oil Co.	2000
KLG Spark Plugs	1000
	\$10,500
2. Phil Hill (3.0 Ferrari)	\$3500
3. Robert Holbert (Porsche RSK)	2500
4. Jack Brabham (Cooper Monaco)	1250
5. Joakim Bonnier (Porsche RSK)	1000
6. Harry Blanchard (Porsche RSK)	750
<b>CLASS WINNERS</b>	
B. Jim Jeffords (Chevy-Scarab)	500
C. G. Constantine (Aston Martin)	500
D. Phil Hill (Ferrari)	500
E. Robert Holbert (Porsche RSK)	500
F. Joakim Bonnier (Porsche RSK)	500
G. R. C. Macon III (1100 Lotus)	500
H. Oliver C. Schmidt (750 OSCA)	500
Starling Money	\$8,000
<b>Total</b>	<b>\$31,000</b>

### National Road Racing Championship USAC - 1959

- 1 August Pabst
- 2 Lloyd Ruby
- 3 Jim Jeffords
- 4 Loyal Katskee
- 5 Chuck Daigh
- 6 Ken Miles
- 7 John Fitch
- 8 Art Bunker
- 9 Phil Hill
- 10 Sam Weiss

### 30,000-MI. RIDE

Four Austin family saloon cars have completed a 30,000-mile proving test in only eight weeks on German autobahnen.



**REX WOODGATE** of Aston Martin (checked cap) is one of first to congratulate popular George Constantine following his victory at Nassau. (Photo by Bahamas News Bureau).

## Constantine In Nassau Win

BY GUS V. VIGNOLLE  
MOTORACING Staff Writer

NASSAU, Bahamas, Dec. 6—Here in the gloaming as the tropic darkness sets in, an eastern driver at long last wins the sixth annual international Nassau Trophy sports car race.

It is an overwhelmingly popular victory for a very well-liked driver—George Constantine, 41-year-old grandfather and public relations man from Southbridge, Mass. He drove a 4.2 Aston Martin DBR2 and averaged 87.26mph for 49 laps around the rugged 4.5-mile, 18-curve Oakes Field course.

The 220.5-mile race was shortened seven laps because of the fast-falling tropic darkness.

Constantine won by 31 seconds over Phil Hill, and his victory is well-deserved. Where others had to stop for fuel and tires, he did not make a pit stop. George led from the 37th lap.

Hill should have won his second Nassau Trophy race in Eleanor von Neumann's 3-liter Ferrari, the one Hill drove to victory at Riverside last October. More on this aspect of it later.

(Continued on Page 11)



# SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



HO, HO HO and a bottle of gin! Merry Christmas and a Happy New Year to each and every sports car fan with his or her little red pig eyes sparkling with yuletide spirits.

Gee, it has been a great year, really, what with a lot of jazzy races, with the pros taking a more sensible approach to the sporty cars, with yr obt svt shaving his beard, thereby, finding undreamed-of chins and gaining a wife somehow in the whole proceedings. Just goes to show you where leading a clean, healthful life will lead one.

## Sebring Rumor

We have heard from our tremendously widespread network of spies and otherwise questionable friends that one of the drivers at Sebring entered a dirt track mid-geet. The car was brought to the course on a trailer, of course. The car ran the qualifying laps, but on race day sat in the pits the entire race. The driver stayed in the car, with a swell view of the race, pretending to be fiddling with it. Worked the hand pressure pump like mad every so often. He really only wanted the good seat. Didn't even have fuel in the tank. Special tube into the cockpit. Hand pump pressured the tank. Tank full of gin. Drive also tanked. Tanks for nothing.

## Oh, Rally Now

Did we ever tell you about the rally we went on in Oklahoma. Well, sir or madame as the case may be, just you pull up that drum of nitro and sit down. It seems somehow that we managed to miss the first turn, leaving the parking lot. The trouble was that all the instructions still fit, in a manner of speaking. Didn't see another sporty car for hours, which made us pretty smug, knowing that we were the only ones who were following the correct route.

Ended up in the Norman, Oklahoma, city dump with the next instruction reading, "Turn right." Being a bit adverse to garbage, we gave up and opened the emergency envelope. We were only 5 miles south of the end point, which was, strictly for the records, in the city dump in Edwards, Oklahoma.

Well, actually it wasn't a city dump, it was a private dump. Horrid place. Even the bugs had bugs. Men's room was so small that even the proverbial mice were hunchbacked. When anyone opened the door, wow! Coldest door knob we ever felt.

## Romance Ajar

That's when we were courting this here Okie lady driver. Weight

ed 210 pounds. Wasn't fat, though. Was pretty tall. As a matter of fact, she was pretty thin. Used to wear a sack dress. Potato sack. Looked like a bag full of chisels.

She had high cheek bones. Thought they were high cheek bones. Thought she might be an Indian. Turned out she chewed tobacco. Hit her in the face one night before we became cognizant

of the fact. End of romance.

## Song of Songs

We haven't had time to work the thing out completely, but we have a few lyrics for the song "You're Not Sick, You're Just in Love," from "Call Me Madam!"

Comment: You're not in love, you're just sick.

"Research has shown that sports car drivers who eat apples are more relaxed and at ease than sports car drivers who don't eat apples"—Manuel Otumba.

Coming — Mt. Rebecca Hillclimb Acapulco, Mexico.

Notice — Bluff subject to slides. Use park at your own risk.

## Attention, CSCC Members !! Cast Your WRITE-IN VOTE For Walter Coleman

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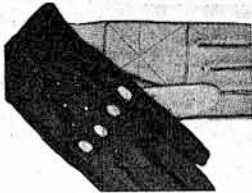
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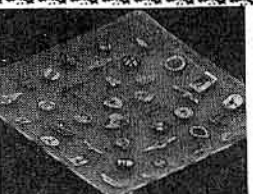
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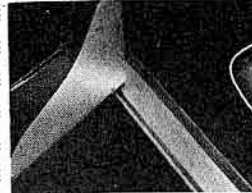
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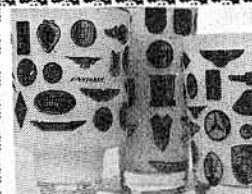
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2. Jack Flaherty 3.8 Lister-Jag. 58  
3. Bill Krause 5.7 Merc.-Corv. 54  
4. Richie Ginther 4.1 Ferrari 52  
5. Lloyd Ruby 4.5 Maserati 29  
6. Max Balchowsky 6.6 Bicsky Spl. 28  
7. Chuck Daigh 5.7 Maserati 24  
Bob Drake Bob Oker  
C. S. Howard Pete Woods  
Skip Hudson Gordon Glyer  
Don Hulet

**Class E Modified**  
1. Sam Weiss Porsche RSK 112  
2. Ken Miles Porsche RSK 85  
3. Gordy Glyer 2.0 Ferrari 54  
4. D. D. Michelmore Porsche RS 46  
5. Jay Chamberlain Lotus 32  
6. Jack McAfee Porsche RSK 25  
Chuck Cornett Chuck Parsons

**Class F Modified**  
1. Bob Drake Cooper-Climax 35  
2. Eldon Beagle Porsche RS 30  
3. Joe Playan Porsche RS 24  
4. Don Wester Porsche 550 23  
5. Bill Leyden Osca 22  
6. C. S. Howard Porsche RSK 20  
Emil Pardee Scooter Patrick

**Class G Modified**  
1. Art Snyder Lotus 101  
2. Frank Monise Lotus 70  
3. Jim Lowe Lotus 61  
4. Stan Peterson Lotus 28  
5. Jack Reddish Lotus 28  
6. Marion Lowe Lotus 20  
Kurt Neumann Lotus 18  
Ed Leslie Steve McQueen

**Women - Over 1600 cc.**  
1. B. Windhorst A-H 100S 62  
2. Mary McGee AC Bristol 26  
3. Joan Galloway Lotus s/c 25  
4. Ginny Sims Corvette 24  
5. Gail Liebaert AC BRISTOL 15  
6. Marie Dixon Maserati 14  
Barbara Nieland Ruth Doushness

**Women - Under 1600 cc.**  
1. Betty Shutes Porsche RS 72  
2. Sunny Baker Porsche 67  
3. Marion Lowe Lotus 38  
4. Pru Baxter Lotus 30  
5. Odette Bigler MG 24  
6. Mary Davis Cooper 19  
Alice Warren Pat Stadel

## PACIFIC COAST Point Standings

By ERIC HAUSER



The first order of business in my report of final standings for the 1959 racing season on the West Coast is to thank all of the drivers for their sportsmanship, courtesy, and forbearance in the instances where I have been in error in reporting their points. It is gratifying to be able to state that there has been not a single example of irascibility on the part of drivers whose point standings had been incorrectly reported. To those drivers I can only say that I am truly sorry, and that I will attempt to do a more accurate job next year.

The method of scoring will be changed next year in an attempt to improve the scoring technique. A driver will receive one point for every driver he beats in his own class or in a faster class. I think it is logical to assume that it is more difficult to win a race with thirty cars entered than it is to win with only ten cars entered in the race. It therefore seems to follow that the winner of the race with a thirty car entry should receive a proportionately greater point award. I also intend to list the top six drivers in each category instead of only five, as was the case during this past year.

Here are the final results for 1959. I have taken the liberty of adding the names of drivers who, although they failed to make the list this year, have demonstrated enough ability to warrant an honorable mention as my candidates for listed ranking in 1960.

### Class H Modified

1. Harry Jones	Lotus-Crosley	104
2. Bill Moller	Frdid-Pnhrd	73
3. Jim Parkinson	Fiat-Abarth	38
4. Bill Wood	Deutsch-Bonnet	23
5. Chuck Gounis	Crosley	20
6. Don Miller	Miller Spl.	18
Harry Eyerly	George Peterson	

### Class B Production

1. Bob Bondurant	Corvette	85
2. Vince Mayell	Corvette	62
3. Hugh Harn	Corvette	43
4. A. Porterfield	Corvette	34
5. Dean Goddes	Corvette	28
6. Buford Lane	Corvette	27
7. Ray Altman	Corvette	24
Bob Dickson	Bill Sturgis	
Tony Settember		

### Class C. Production

1. Dean Mears	M-B 300SL	118
2. Hap Richardson	Jaguar	53
3. Peter Culklin	M-B 300SL	34
4. Frank Saraga	Jaguar	22
5. Gail Carver	Jaguar	15
6. Dave Ridenour	Jaguar	15
George Duncan		

### Class D Production

1. Jack Breskovich	A-H 100S	50
2. Jimmy Moore	Porsche GT	39
3. Bob Windhorst	A-H 100S	36
4. D. Michelmore	Porsche GT	32
5. Lew Spencer	AC Bristol	30
6. John Barneson	Porsche GT	24
Jay Hills	Jim Parkinson	
Steve Herrick		

### Class E Production

1. R. W. Kastner	Triumph	69
2. Ron O'Dell	Porsche C'r'a	57
3. Gary Beitel	Porsche	33
4. Ron Bucknum	Porsche	31
5. Henry Montonen	Porsche	26
6. George Suively	Austin Healey	24
Bob Piatotto		

### Class F Production

1. Frank Aldhous	Alfa Romeo	55
2. Ron Hathaway	Alfa Romeo	36
3. Ted Conrad	Porsche	30
4. John Lumkin	MGA	29
5. Ed Barker	Porsche	26
6. Chuck Kessinger	Alfa Romeo	24
Steve Froines		

### Class G Production

1. John English	Alfa Romeo	68
2. Dick Hayward	Alfa Romeo	55
3. Jim Fouch	Alfa Romeo	35
4. Steve Dredge	MG	29
5. Jack Rebnay	Alfa Romeo	24
6. Bruce Augustus	Alfa Romeo	21
Ron Cowherd	Mark Sanders	
Jim Honeter		

### Class H & I Production

1. Dan Parkinson	Fiat-Abarth	60
2. P. Cunningham	A-H Sprite	52
3. Willie West	Fiat-Abarth	45
4. Jim Parkinson	Fiat-Abarth	41
5. D. Grossman	A-H Sprite	30
6. Ray Pickering	A-H Sprite	25
John Webb		

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## McLaren Wins Grand Prix At Sebring

(Continued from Page 1)

to finish.

That's all there were — seven finishers out of a starting field of 18. And only five finished under their own power. Brabham had to push his mount across the finish line, and so did von Trips.

### No Cliff-Hanger

This was no cliff-hanger for a crowd that was closer to 10,000 rather than the 15,000 announced by the promoter, Alec Ulmann.

Conditions were horrid — a wind plus smoke blasting right to the course from a brush fire near the town.

Brabham, who had nothing to worry about after Moss blew, developed a fuel leak on the last lap—about 500 yards from home. He waved McLaren on, got out and started pushing.

It was a brutal push. Trintignant and Brooks went by. It made no difference as far as the title was concerned, but he pushed and he pushed. He collapsed at the end, and it is a wonder that he revived, what with the crush of miserable photographers, legit and phonies, who wouldn't step back to give the man fresh air to breathe.

The story of the race is a simple one.

At the start there was a helluva beef over Harry Schell (privately-entered Cooper-Climax) being on the front line. The slate called for Moss, Brabham and Brooks. . . and that was the way the qualifying times stood.

But apparently Schell, a colorful American who lives in Paris, had posted a faster time at the final qualifying session. He gesticulated wildly with officials at the starting grid. He was allowed on the front row.

### Terrific Start

McLaren got a tremendous start from the fourth row. He shot to the inside. In no time he was up with Moss, who blasted into the lead, and Brabham. And that was the way they came around the first time, with Hill, Ireland, Trintignant and Allison in pursuit.

On that first lap Brooks got a prang from his Ferrari teammate, von Trips, and he came into the pits. This proved extremely costly and it knocked him back to 15th place.

At the windup Brooks was three minutes off the pace.

But Brooks flew after that pit stop. By the ninth lap he was sixth, fifth on lap 24, fourth on lap 39, and third on the 42nd, when Brabham ran out of petrol.

Moss was barreling away, but he never came around for the sixth tour. The gearbox was kaput. He had a right to be a picture of dejection. Four times he had been runner-up to Fangio and Hawthorn. And this year he wasn't even second; Brabham, a quiet, good natured Aussie, earned his first title, and he was followed by

(Continued on Page 11)

## Final 1959 Championship Drivers' Standings

Pos.	Driver & Country	Finishing Position & Points Won (* - fastest lap of race)								Total
		Mona	Neth	Euro	Brit	Germ	Port	Ital	U.S.	
1	Jack Brabham, Australia	*1-9	2-5	3-4	1-8	----	----	3-4	4-3	31
2	Tony Brooks, England	2-6	---	1-8	---	*1-9	----	---	3-4	27
3	Stirling Moss, England	---	*-1	*-1	*2-6½	----	*1-9	1-3	---	25½
4	Phil Hill, U.S.A.	4-3	---	2-6	---	3-4	---	*2-7	---	20
5	M. Trintignant, France	3-4	---	---	5-2	4-3	4-3	---	*2-7	19
6	Bruce McLaren, New Zea.	5-2	---	5-2	*3-4½	---	---	---	1-8	16½
7	Dan Gurney, U.S.A.	---	---	---	---	2-6	3-4	4-3	---	13
8	Joakim Bonnier, Sweden	---	1-8	---	---	5-2	---	---	---	10
9	Masten Gregory, U.S.A.	---	3-4	---	---	---	2-6	---	---	10
10	Harry Schell, USA-France	---	---	---	4-3	---	5-2	---	---	5
11	Innes Ireland, England	---	4-3	---	---	---	---	---	---	3
12	Olivier Gendebien, Belg.	---	---	4-3	---	---	---	---	---	3
13	Jean Behra, France	---	5-2	---	---	---	---	---	---	2
14	Cliff Allison, England	---	---	---	---	---	---	5-2	---	2
15	W. Von Trips, Germany	---	---	---	---	---	---	---	5-2	2

(Races: Monaco, Netherlands, Europe, Britain, Germany, Portugal, Italy and Sebring.)  
(Points: 1st, 8; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; Fastest Lap, 1. Best five out of eight races count.)

### 18 Cars On The Starting Grid at Sebring

HARRY SCHELL  
(Cooper-Climax)  
3m. 11.2s (?)

JACK BRABHAM  
(Cooper-Climax)  
3m. 03s

STIRLING MOSS  
(Cooper-Climax)  
3m.

MAURICE TRINTIGNANT  
(Cooper-Climax)  
3m. 06s

TONY BROOKS  
(Ferrari)  
3m. 05.3s

WOLFGANG VON TRIPS  
(Ferrari)  
3m. 06.2s

PHIL HILL  
(Ferrari)  
3m. 07.2s

CLIFF ALLISON  
(Ferrari)  
3m. 06.8s

INNES IRELAND  
(Lotus)  
3m. 08.2s

BRUCE McLAREN  
(Cooper-Climax)  
3m. 08.6s

BORIS SAID  
(Connaught)  
3m. 27.3s

ALAN STACEY  
(Lotus)  
3m. 13.8s

ROY SALVADORI  
(Cooper-Maserati)  
3m. 12s

GEORGE CONSTANTINE  
(Cooper-Climax)  
3m. 30.6s

ALESSANDRO DETOMASO  
(OSCA)  
3m. 28s

FRITZ D'OREY  
(Tec Mec-Maserati)  
3m. 33.4s

HARRY BLANCHARD  
(Porsche 1500 F2)  
3m. 32.7

RODGER WARD  
(Offenhauser Kurtis)  
3m. 43.8

### RIVERSIDE RACE CHARTS

(Continued from Page 2)

RACE 13—WOMEN, 6 laps, 19.65mi., time 15:19, avg. 77.0mph. 12 entries.

1	Shutes, B.	Por. RS Spy.	1F
2	Sims, G.	Corvette	1B
3	Windhorst, B.	AH 100S	1D
4	Warren, A.	Alfa Su. Spy.	2F
5	Baker, S.	Porsche S Spd.	3F
6	Stadel, P.	Elva Courier	4F
7	Liebaert, G.	MGA doc	1E
8	Taylor, N.	Lotus MG	5F
9	Widgren, N.	MB 300SL	1C
10	Kimble, T.	Alfa Spy.	1G

RACE 14—MODIF. OVER 1000cc, 20 laps, 65.5mi., time 43:55, avg. 89.5mph.

a new course record.

1	Krause, B.	Mercedes Corv.	1C
2	Drake, B.	Maserati 2.8	1D
3	Morgensen, D.	Ferrari TR	2D
4	Woods, P.	Devin SS Chev.	2C
5	Neumann, K.	Lotus Climax	1G
6	Blackwell, C.	"D" Jag	3C
7	Carter, P.	Talbot Lago Sprt	4C
8	Michelmores, D. D.	Porsche RS Spd	1F
9	Challman, B.	Lotus MG DOHC	1E
10	Maslin, D.	Lotus Climax	2G
11	Chaffee, J.	Chev.	5C
12	Monise, F.	Lotus Climax	3G

DNF: Balchowsky, M., Buick Spl.; Harris, B.; 216, Pigott, J., Lotus Climax; Taylor, S., Lotus MG.

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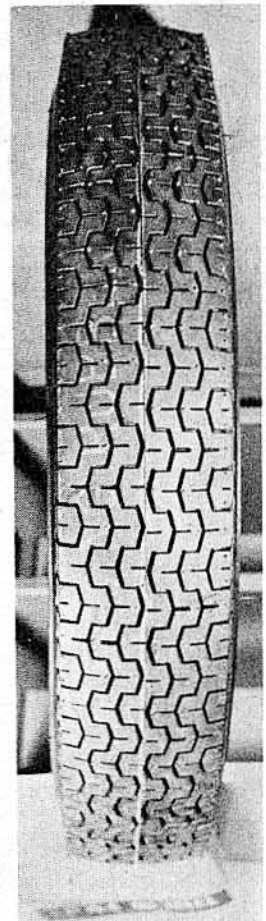
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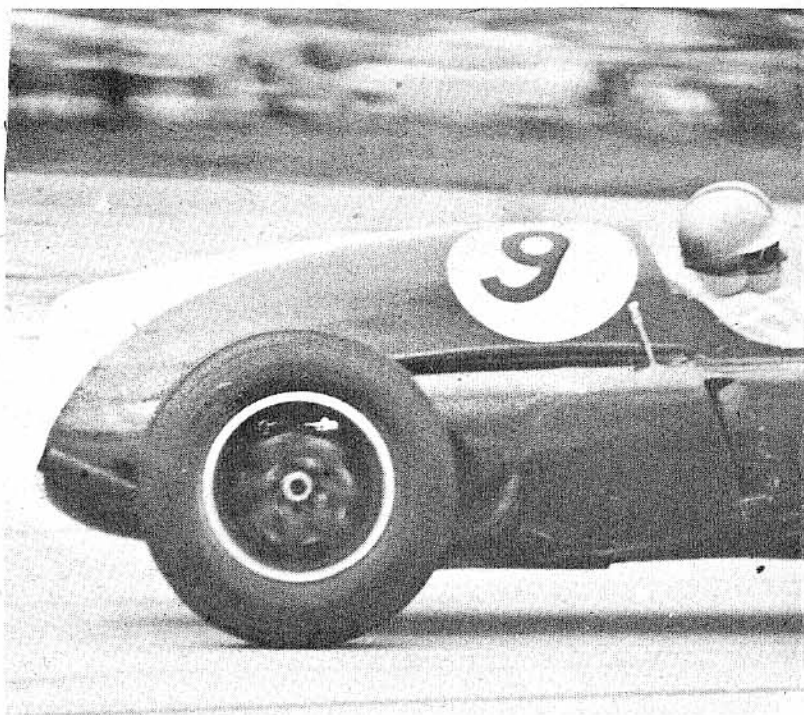


# MOTORACING Covers Highlights at First



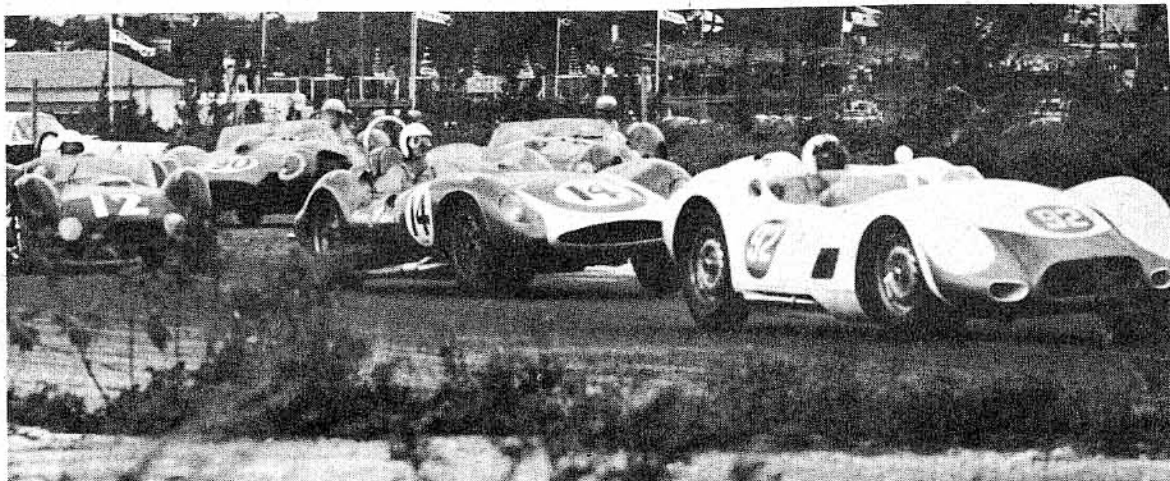
**OK, LET'S CLEAR THE GRID**—Drivers, officials, reporters and photographers (phony and otherwise), freeloaders and hangers-on swarm the grid as the racers are wheeled on

the grid for the first US Grand Prix at Sebring. Note empty grandstand in background.



**WINNER BRUCE McLAREN AT 5**

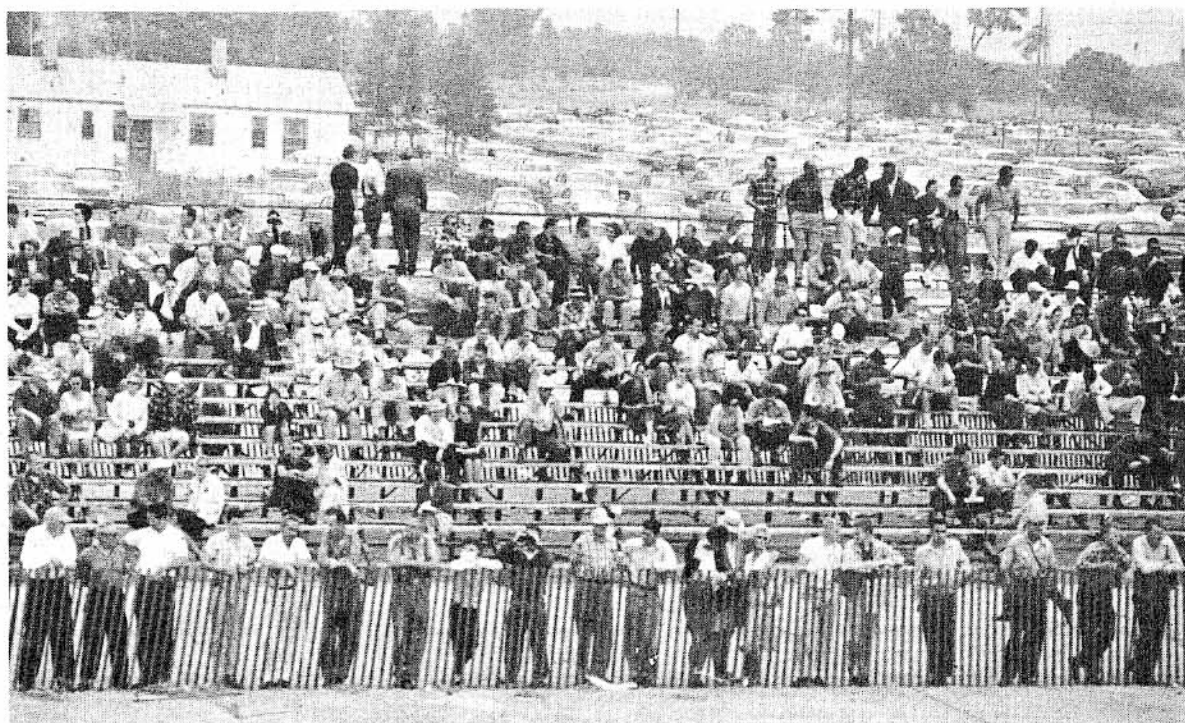
All Sebring shots are MOTORACING photos by Gus V. Vignolle; Nassau photos by Vignolle and Bahamas News Bureau.



**EARLY LEADER** in Nassau Trophy race, Jim Jeffords (14), Chevy-Scarab, is about to lap R. J. Hissom, Chevy-Lister (92). Following Jeffords are Loyal Katskee, Maserati (12), and Dr. David Lowe, Ferrari (90).



**SEBRING SIDELIGHTS**—Top to bottom: Legit and Mickey Mouse cameras are trained on World Champion Jack Brabham as he is about to be paraded around course before GP; Stirling Moss obliges by giving his autograph to a feminine admirer. Man with furrowed brow at wheel of parade car is Donald Healey, the noted English car builder.



**ALTHOUGH ALEC ULMANN**, the promoter, expected crowd of 40,000 at first US Grand Prix at Sebring, Fla., the turnout was much smaller as is attested by one of the half-filled

bleachers. Crowd was announced as 15,000, but seemed closer to 10,000.



**WORKING PRESS** no doubt! At least they had press tags and are shown in restricted press area for Grand Prix at Sebring, Fla.



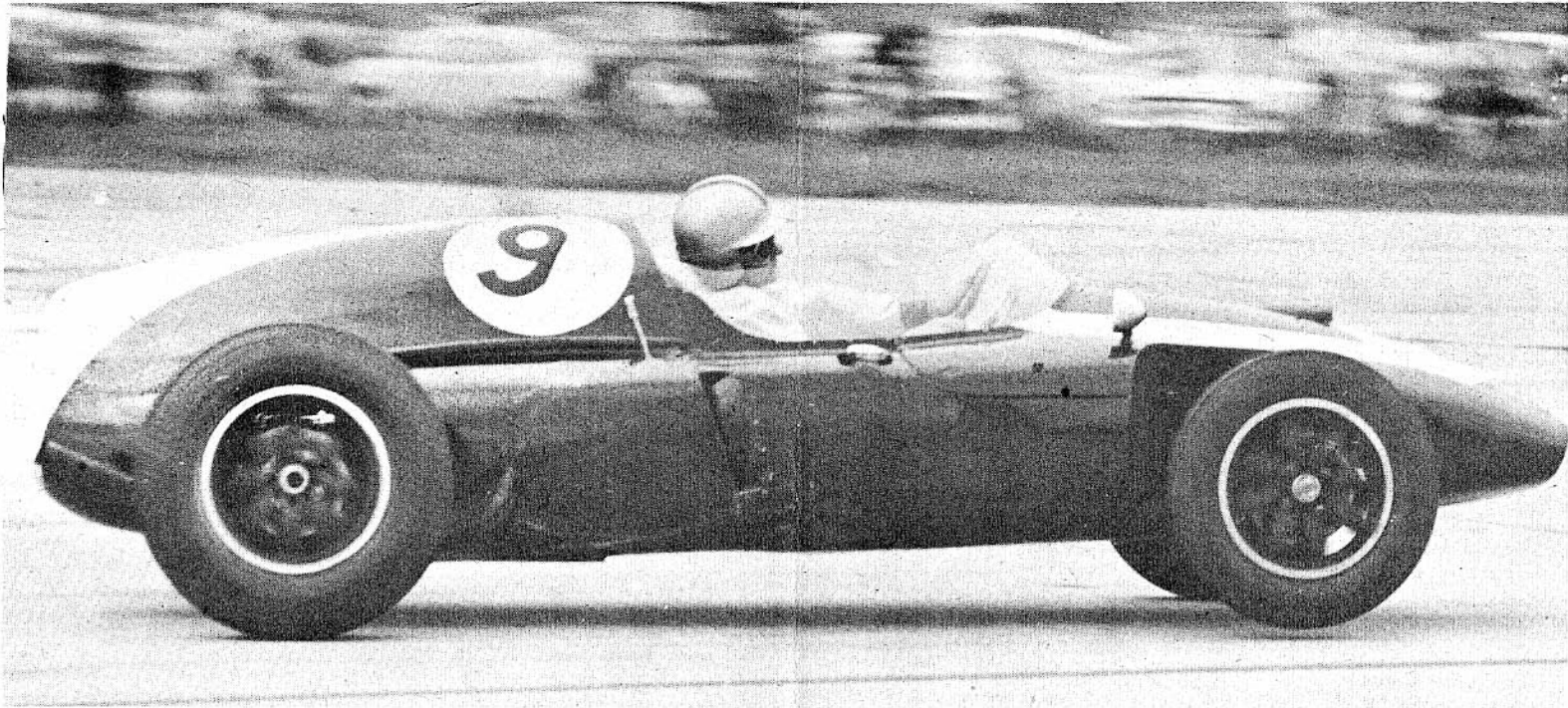
**WALT HANSGEN** wins first international "compact car" race in 3.4 Jaguar, a preliminary to the Grand Prix at Sebring.

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**THE PRESS** interviews Stirling Moss after gearbox trouble forced him out early in GP and ruined his hopes of winning world drivers' title.

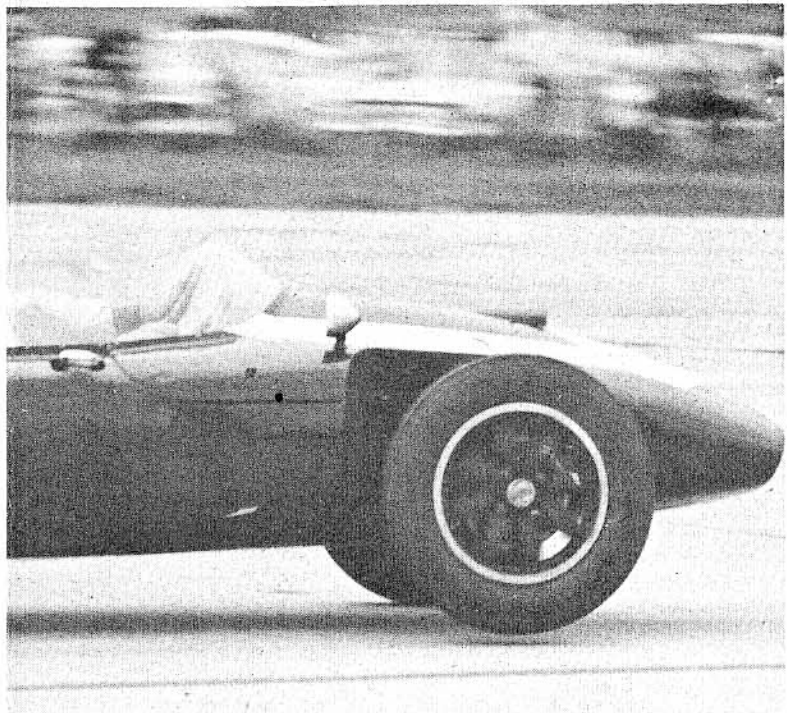




**WINNER BRUCE McLAREN AT SPEED IN COOPER-CLIMAX**



# 1st U.S. Grand Prix and Nassau Classic

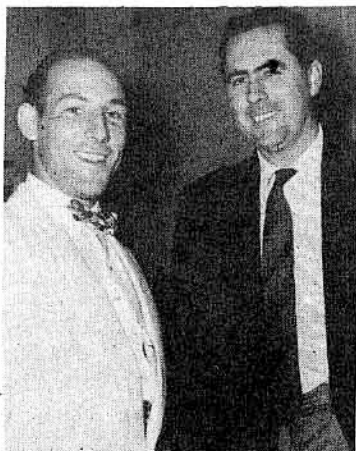


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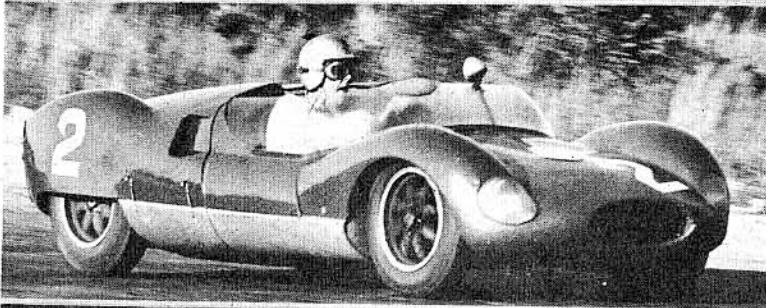
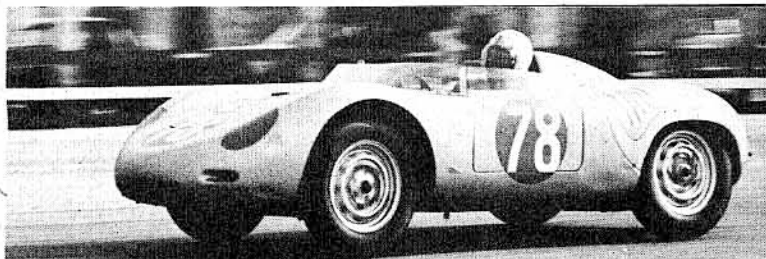


SANTA MONICA'S Phil Hill racing to second place in Eleanor von Neumann's 3-litre Ferrari in rich Nassau Trophy race. He finished 31 seconds behind George Constantine, Aston Martin.



AT NASSAU Motor Ball (top) Stirling Moss, left, and Jack Brabham strike a pose. Lower: Charles Kirschhoffer, ex-Bugatti mechanic from Molsheim, and Signora Laura Ferrari, wife of the famous Italian car builder, Enzo. They were at the table of Mr. and Mrs. Pedro Rodriguez of Mexico City. Others at this table included Phil Hill, Donald Healey, Luigi Chinetti, Ricci Wade and Sr. Ing. Salvador Claveria.

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BEHIND CONSTANTINE and Hill at Nassau came (from top to bottom) Bob Holbert, Porsche RSK, 3rd; Jack Brabham, Cooper Monaco, 4th, and Joakim Bonnier, Porsche RSK, 5th.

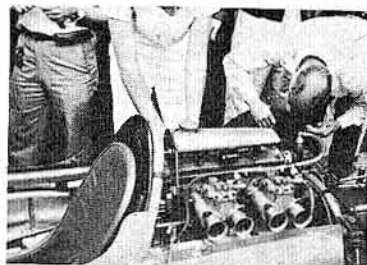


DRESSED TO the teeth (top) are, left to right, Carroll Shelby, Dan Gurney and Phil Hill at the sumptuous Motor Ball in Nassau. Gurney was struck by a kart the day before and suffered a broken foot. Bottom: Pedro Rodriguez, Jr., Hill and Ricardo Rodriguez with the silverware they won at Nassau. Ricardo's car was out of whack for the big race.

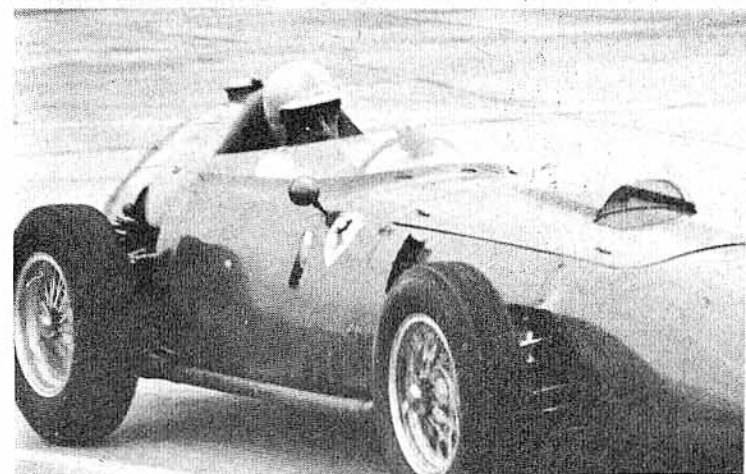
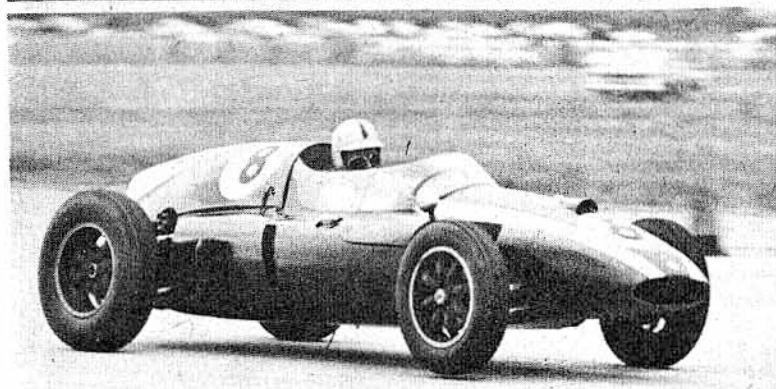
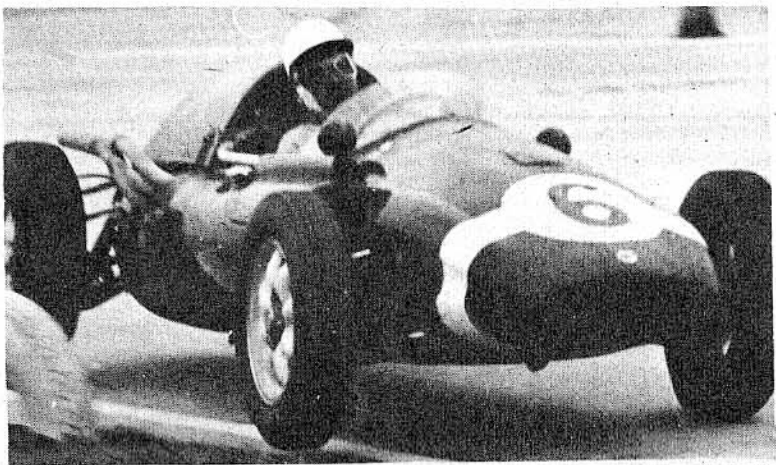


CHATTING before Nassau Trophy race are Count Wolfgang von Trips, left, and the Swedish champion, Joakim Bonnier. Both drove Porsches.

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LAST-MINUTE check of Harry Schell's rear-engined, privately-entered Cooper-Climax. He was out of GP after 6 laps with clutch bothers.



FOLLOWING McLAREN, from top to bottom, were Maurice Trintignant, Cooper-Climax, 2nd; Tony Brooks, Ferrari, 3rd; Jack Brabham, Cooper-Climax, 4th, and Wolfgang von Trips, Ferrari, 5th.



## Stanguellinis Wallop Foes

SEBRING, Fla., Dec. 11—Results—Formula Junior Race - 66 miles - 2.2-mile course. Winner's time: 45 min. 43.0 sec. Winner's average speed: 86.6mph. Fastest lap: Fritz D'Orey, 1 min-29.6 sec, 88.5mph.

Pos.	Driver	Car	Time
1.	W. Hansgen	Stanguellini	45:43.0
2.	F. D'Orey	Stanguellini	45:52.4
3.	Ed Hugus	Stanguellini	46:10.4
4.	B. Cunningham	Stanguellini	46:32.4
5.	S. McArthur	Stanguellini	46:35.4
6.	B. Major	Stanguellini	46:36.2
7.	H. Beck	Stanguellini	46:57.8
8.	G. Constantine	Taraschi	47:04.4
9.	L. Blatnik	Stanguellini	46:58.2
10.	J. Vene	Stanguellini	2 laps bhd.
11.	B. Martin	Elva	2 laps bhd.
12.	P. Carpenter	Stanguellini	2 laps bhd.
13.	Costly	Elva	2 laps bhd.
14.	O'Brien	Stanguellini	7 laps bhd.

## Quick Response

Just thought that I would drop you a line and let you know the tremendous response that I got from placing a "For Sale" ad in your classified column. Had immediate replies from Portland, Oregon, Denver, Colorado, Yardley, Pa., and Little Rock, Arkansas. Your paper really has the coverage. I highly recommend your "Classified Ads" column for anyone having a sports or racing car for sale. Another good point is that it doesn't take months before the copy appears—like it does in some of the national monthly magazines.

Albert E. Long  
Pasadena, Calif.

### PAST WINNERS

Past winners of the Nassau Trophy sports car race:

- 1954—Masten Gregory
- 1955—Phil Hill
- 1956—Stirling Moss
- 1957—Stirling Moss
- 1958—Chuck Daigh
- Lance Reventlow
- 1959—George Constantine

### HILLMAN SCORES

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## CSCC POMONA RACES OFF

The Calif. Sports Car Club is not going through with its scheduled races at Pomona on Jan. 23-24. Perry Peron, president of the club, said the races would not be held. He added parts of the Pomona Fairgrounds course (the drag strip section) was being paved.

## SCCA Races at Palm Springs

Entry blanks have been mailed out to six western states for the Palm Springs Sports Car Races, to be staged by LA region of SCCA, Saturday and Sunday, Jan. 23-24.

The Palm Springs event will be the first official Pacific Coast Championship race of 1960, and a full program of races is scheduled in all classes. Deadline for entries is January 12.

### SATURDAY RESULTS AT RIVERSIDE

**Saturday, Dec. 5, 1959**  
**RACE 1—PROD. G & H, 6 laps, 19.65 mi., time 16:28, avg. 71.6mph:** 1) D. Hayward, Alfa Spyd; 2) J. Rebney, Alfa Giul. Spr.; 3) B. Augustus, Alfa Giul. Spr. **CLASS G:** Hayward; **CLASS H:** D. Grossman, AH Sprite.  
**RACE 2—PROD. F, 6 laps, 19.65 mi., time 15:21, avg. 76.9mph:** 1) C. Kessinger, Alfa Sup. Spd; 2) E. Barker, Porsche Spdst; 3) F. Aldous, Alfa Sup. Spyd.  
**RACE 3—PROD. E, 6 laps, 19.65 mi., time 15:08, avg. 77.9 mph:** 1) R. O'Dell, Porsche Carr; 2) B. Piolatto, Porsche Carr. Spst.; 3) K. Swanson, MGA-tc.  
**RACE 4—PROD. B, C & D, 6 laps, 19.65 mi., time 14:10, avg. 83.2mph:** 1) B. Bondurant, Corvette; 2) V. Mayell, Corvette; 3) B. Sturgins, Ferrari Berlinetta. **CLASS B:** Bondurant; **CLASS C:** Dean Mears, MB 300SL; **CLASS D:** J. Breskovich, AH 100S.  
**RACE 5 FORMULA & MODIF, UNDER**

## Hansgen Jag Home First

SEBRING, Fla., Dec. 12—Results "Compact" Sedan Race — 161.2 miles - 5.2-mile course. Winner's time: 2 hrs. 03 min. 44.6 sec. Winner's average speed: 78mph. Fastest lap: Hansgen, 3:55.2 (26th lap).

Pos.	Driver	Car	Laps
1.	Walt Hansgen	3.4 Jaguar	31
2.	Curtis Turner	Lark V8	30
3.	Ed Crawford	3.4 Jaguar	30
4.	Fireball Roberts	Lark V8	29
5.	Art Riley	Volvo	28
6.	Ed Hugus	Corvaire	28
7.	Pedro Rodriguez	Volvo	27
8.	Denise McCluggage	Falcon	27
9.	Jeff Stevens	Valiant	27
10.	Geo. Constantine	Corvaire	26
11.	Vern Bonnett	Volvo	26
12.	Fred Martin	Valiant	26
13.	Jack Ryan	Volkswagen	26
14.	Joe Sheppard	Rapier	25
15.	George Smith	Rambler	25
16.	Duncan Forlong	SAAB	24
17.	George Peck	Renault	24
18.	Tom Terrell	Hillman	23
19.	Ray Saidel	NSU	23
20.	Howard Hanna	Engl. Ford	23
21.	Howard Franklin	Renault	23
22.	Donald Kearney	SAAB	23
23.	Bill Johnston	Renault	23
24.	Gordon Pennington	Fiat	DNF

### SPEED-O-RAMA SET

SAN FRANCISCO—The SPEED-O-RAMA featuring custom, rod, and antique automobiles will be held March 18-27 here at Brooks Hall, it was announced by Bob Barkhimer.

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**1000cc, 6 laps, 19.65 mi., time 15:30, avg. 76.1mph:** 1) H. Jones, Lotus Crosley; 2) J. Parkinson, Fiat Abarth; 3) W. Molle, Panhard. **CLASS G:** J. Ling, Sebring Sprite; **CLASS H:** Jones; **FORM. III:** E. Quivey, JAP Spl.; **FORM. JR.:** E. Freutel, Stanguellini.  
**RACE 6—WOMEN, 6 laps, 19.65 mi., time 15:18, avg. 77.1mph:** 1) B. Shutes, Porsche Spst; 2) G. Sims, Corvette; 3) N. Taylor, Lotus MG.  
**RACE 7—MODIF. OVER 1000cc, 6 laps, 19.65 mi., time 13:09, avg. 89.7mph:** 1) B. Krause, Mercedes Corvette; 2) M. Balchowsky, Ole Yellor Mk. II; 3) B. Drake, Maserati 2.8. **CLASS C:** Krause; **CLASS D:** Drake; **CLASS E:** B. Chalmers, Lotus MG; **CLASS F:** D. D. Michmore, Porsche RS; **CLASS G:** F. Monise, Lotus Climax.

# Havana Beckons; No Guns, Please

BY MANUEL OTUMBA  
MOTORACING Staff Writer

HAVANA, Dec. 17—Aficionados, with a yen for real adventure, should start growing their beards now, don bullet proof vests and head for the Habana Hilton the week of Feb. 22-28.

The Cuban Automobile Club, with the support of the governmental Cuban Sports Department, has designated this as speed week. It also announces that barring kidnappings and successful counter-revolutions the FIA-sanctioned 3rd International Grand Prix de Cuba will come off.

The racing will not be on the beautiful waterfront Malecon course, site of the two previous colorful and tempestuous Grands Prix de Cuba, but on a new course on the demilitarized Columbia Air Field.

### Four-Mile Course

The approximate four-mile course is located in the heart of Havana. The Castro government is said to have improved the old air field.

For the aficionados that punctuated already exists. They well remember how the great Fangio was

kidnapped and prevented from participating in the 2nd and last running of the Cuban Grand Prix in 1958 as part of the revolution then in progress.

### Le Mans Start

The first Grand Prix de Cuba in 1957 is recalled, not for revolutions, but for the contest between Fangio and the late Marquis de Portago. It was won by Fangio in a 3-liter Maserati.

Racing starts Feb. 24 and concludes Sunday, Feb. 28, with the Cuba Trophy Race for sports cars. This international 300-mile race will have a Le Mans start.

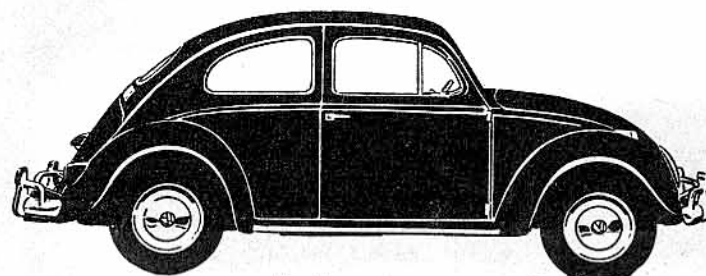
Some \$22,500 in prize money will be up for grabs. In sports car competition, the first five positions over 2,000 and the first four positions under 2,000 will finish in the money; Grand Turismo, first four positions over 2,000 and under. There will also be cash awards in the Formula Jr. competition.

Entries, by invitation, are being received through Feb. 3 at race headquarters: Cuban Automobile Club, Habana Hilton Hotel, Habana. Members of the organizing committee include Captain Felipe Guerra Matos, director of the Cuban Sports Dept., Lt. Calixto Marrero and Juan Garcia, with committee members Alfonso Gomez Mena and Kenneth Coleman heading the competition committee.

The above can be called or written for info, but regardless of what you find out, don't decide to bring a gun for your own protection. You won't even get it through customs.

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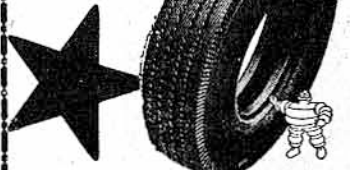
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Peace on Earth

In this year 1959, the world is not everything we would like it to be. We have a talent for organization, and a positive genius for making things—machines that are marvelously intricate and precise. Yet, among ourselves, we have never been able to fashion anything except the uneasiest kind of peace on earth, a hesitant, suspicious attempt at goodwill toward men.

But once a year, at Christmas, the vision is available to us. Dimly we catch a glimpse of what the world might be if our ability to produce could be matched by an ability to understand.

Our shortcomings are many and glaring. Even today, half the world goes to bed hungry every night. And over us all streak the rockets. We live under the fearful shadow of our own new-found ability to make the earth a dead and shattered star, drifting lifeless through empty space.

And so, for each one of us individually, we make this Christmas wish. May we capture and hold throughout the New Year that spirit of love and peace and brotherhood that we can all glimpse at Christmas time. As the vision grows brighter, so will our world.

MERRY CHRISTMAS

Final 1959 Formula 1 Car Championship

	1	2	3	4	5	6	7	8	Total
1. Cooper-Climax	8	6	4	8	3	8	8	8	40
2. Ferrari	6	0	8	0	8	4	6	4	32
3. B.R.M.	0	8	0	6	2	0	0	0	18
4. Lotus	0	3	0	0	0	0	0	2	5

1 Monaco, 2 Holland, 3 France, 4 Great Britain, 5 Germany, 6 Portugal, 7 Italy, 8 United States. (Points 8-6-4-3-2-1 for first six finishing cars, with only best-placed car of any make earning points. Totals included five best.)

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Krause Booms To Riverside Victory

(Continued from Page 2)  
155.17mph three laps in succession.

Spectator Kills Self

Saturday's races were marred by the death of 46 year old John Earl Campbell, of Los Angeles, who was speeding his new TR-3 on one of the spectator access roads near turn 8, for the amusement of his wife and friends. Campbell locked his disc brakes at high speed, hit a patch of loose gravel, and shot over a 3-foot embankment. The TR-3 flipped, but the crash threw the unseated Campbell through the car's cloth top to his death. The car flipped several times and was destroyed.

Formula Jr. Wins

The semi-main, for modified cars

under 1000cc and for Formula III and Formula Jr. cars, saw the first local appearance of the Stanguellini F-Jr, driven by Ed Freutel, board member of the CSCC. Jim Parkinson, in a modified Fiat Abarth took an early lead, but the superior handling of the Stanguellini, even with Freutel's unfamiliarity with the car, soon took the sleek Grand Prix car into the lead.

Molle Goofs

The Class H modified battle between Dr. William Molle (Fairchild Panhard) and Harry Jones (Lotus Crosley) came to a sudden end early in the race when they entered turn 6 side by side. Molle swept wide on the turn and Jones stayed close to the inner verge. When Molle recovered full control and cut back into the curve leaving turn 6, Jones ran smack into him, eliminating both cars from the race. Molle, after having gone on his side at Laguna Seca and on his head at Hour Glass, has announced his retirement from racing.

Production Races

Both of the big production races were among the better of the day, yet the winner of neither was

unexpected. Bob "Matinee" Bonduant drove his Corvette to a ½-second win over Corvette driver Vince Mayell, followed by a recently-seldom-seen Ferrari Berlinetta and Dean Mears in the 300SL roadster.

Flying Jack Breskovich held the lead all the way in his race in his Austin Healey 100S, crossing the finish line a second ahead of Ron O'Dell's Porsche Carrera and 4 seconds ahead of Jim Parkinson in a new Austin Healey 3000.

Windhorst Wins

The popular win of the race weekend was Bob Windhorst's first-time overall win in the D.E and F production race on Sunday. Barbara Windhorst, Bob's wife, was 3rd overall and 1st in class in the Women's Race in the same car. Betty Shutes was 1st, in her RS Spyder with Ginny Sims 2nd in a Corvette.

The races were staged by the Calif. Sports Car Club and drew a crowd of about 5000 spectators.

Overhead at the Motor Sports Bar—"Mary didn't wear a girdle."

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## Manney On U.S. Grand Prix

(Continued from Page 1)

that one finds at reasonably big-time domestic sports car races and indeed, the crowd began to drift away as soon as a few laps had been completed, a phenomenon rarely seen in Europe but perhaps

attributable to flying dust, smoke from a handy brush fire, extra charges added to a five dollar initial tab to enable one to visit other parts of the course, or perhaps the simple fact that Ward's gal-

lant midget was not wiping up the furrin invaders as prophesied. Who knows?

### Avaricious Town

The reason for the rather low gate can but be surmised as certainly the occupants of that region, as well as fans from far afield have shown their readiness to turn up for the 12-hour sports car race in March. Perhaps as Christmas was so near, with its attendant expenses they did not feel like chancing their pocket-books at the hands of Promoter Alec Ulmann or the avaricious town of Sebring, where hotel rooms go at four times their normal price and everything else follows suit. Of course the Saturday date made it difficult for some people to get away or maybe others were swayed by the pathetic traffic arrangements for leaving after the race. Even so, an authentic Grand Prix is rare over here and even in a district so far from large towns one would think that a really solid crowd would be dragged in.

As far as the race itself was concerned there was as much excitement as there is in most of the European events and certainly more than some. True, spectators were deprived of the hoped-for wheel to wheel battle between Moss, Brabham, and Brooks for the championship when first the latter was delayed by being shunted up the escape road by teammate von Trips and then Stirling retired on the sixth lap but there was constant interest provided by the Allison-Ireland dice, Ward's full-lock progress, the bitter battle between Trintignant and von Trips, and finally the intense drama when Brabham ran out of gas on the last lap.

### Processional? Yes

And if nothing else, one could watch the unparalleled skill with which these highly trained professional (excluding a few obvious nig-nogs) negotiated the really tricky bits. Of course all this happened after the people were already there but it could provide an incentive for next time. Of

(Continued from Page 2)

bent the right rear wheel and snapped an axle.

On the last lap of race 1, Jan Saitstrom hit the guard rail in turn 9 and bent the left front wheel on his TD.

Jim Thompson dropped out of the same race when the oil in his Sprite dropped to nothing.

After hitting the bank on turn 7 Dave Jordan retired his Porsche 1600 for the week end.

Norm Richardson's TR3 was a DNF both days. Sat. the clutch was sticking and Sun. the car overheated.

Dick Bame pulled his MGA into the

course the race got a bit processional at times but look at the GP of Portugal — which was a Moss parade, start to finish —, the last half of the Italian GP, ditto the German GP, French GP, and most of that sacred cow Le Mans.

Naturally enough the airport-cum-access road circuit, being rather flat and featureless, is rather off-putting to driver and spectator alike, but after all, both Silverstone and Goodwood are airport courses, even if a bit tidier.

### 3-Week Season

I suppose that it could be said that the next try should be improved on several counts if our cherished dream of a full-scale Grand Prix interchange between Europe and the USA is to be realized. As shipping cars and their attendant clobber across the ocean is so expensive, perhaps some sort of three-week season, with one contest each in the east, middle west, and California would be more practical and certainly more remunerative to all concerned.

Certainly the races themselves should be held near major centers of population and not in the Turk-estan of Florida. Also really national publicity must be organized . . . as possibly this time it was not . . . well in advance to enable all concerned to ready themselves. Perhaps then will enough interest be aroused to put Grand Prix in the United States on a big league basis.

# PITSVILLE

pits with his temp. gauge reading 210 degrees. Turned out to be a faulty gauge.

The drivers of the 2nd race experienced quite a bit of trouble due to the strong gusts of wind. After the cars were on the starting grid for race 3 a special drivers' meeting was called (1:20 PM) and it was decided to call the race temporarily to see if the wind would calm down. If not, racing would resume at 9AM Sun. At 1:45 the drivers were re-called to the grid and the race was flagged off at 1:50 PM.

Tom Hatfield went out on turn 8 in his Austin Healey with enough mechanical trouble to keep him out the rest of the week end.

"Kas" Kastner finished 4th overall with a non-functional cam in his TR3. On Sun. he finished 4th in class with the cam shaft lobe worn off.

A loud noise drove Bob Windhorst to the pits in the 4th race. He was unable to find the difficulty after pulling the head on the 1005 Healey and so replaced it (the head that is).

On the first lap in race 5 Emory Smith retired his Cros. Spec. with the engine missing badly.

In the same race Rolf Roth retired with a disconnected fuel line, Chuck Weber had magneto trouble and Chuck Nerpel had a fuel leak. All were driving F3.

The women's race had a very exciting finish for third place. Sunnie Baker drove her Porsche deep into turn 9 and passed Nora Taylor in her Lotus. She held it all the way and had a good line coming out. Nora stuck her foot in the carbs, and re-passed Sunnie by the skin of her tires for the checkered.

In Sat. main Bob Harris retired the Campbell Spec. with oiled plugs (new rings didn't seat). In Sunday's main he burned a bearing out of the clutch.

As the first race for Sun. rolled up to the grid I think most everyone was giving thanks for the change in weather. Duane Jones got his TC in line to go but found he couldn't start with a hole in the side of his engine, the crank broke.

If you didn't see race 9 on Sun. shame on you. It was the most exciting of the week end.

In the 10th race Mark Sanders flipped his Alfa in turn 5 on the first lap. Sanders wasn't hurt but the Alfa has new lines. In the same race, car No. 6 hit the bank on turn 6 on the 6th lap. The result was a pretty sad looking AC, with owner Pete Haywood looking even sadder.

The semi-main started off with a bang when the 2nd and 3rd place cars spun on the 1st lap in turn 6. Bill Malle lost it first in his Panhard and was out with a bent wheel. Harry Jones lost control trying to avoid Malle and eventually retired with his fender rubbing the tire. On the 4th lap Bill Wheeler dropped from the race after he tangled with the guard rail at turn 6.

In Sun. main, with one lap to go, Carlyle Blackwell was running 4th overall when he lost a bearing in the left rear wheel. He made it around again finishing 6th over and 3rd in class.

Max Balchowsky pulled his Buick Spl. into the pits on the 14th lap with a blistered tire. Sam Taylor retired his Lotus with a crack in the intake manifold.

## Gurney Signs with BRM

Dan Gurney, of Riverside, Calif., the find of the season as a Ferrari factory driver for the first time in 1959, will drive for the British BRM team in 1960.

Who he will drive for in sports cars is unknown at present.

On the BRM team he will be No. 2 behind Joakim Bonnier, the Swedish champion. Graham Hill, formerly with Lotus, completes the BRM team.

Hill will race for Porsche in sports cars. Rest of the Porsche factory team includes Count Wolfgang von Trips and Edgar Barth.

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## NASSAU RACE

(Continued from Page 3)

After Hill came Bob Holbert, Warrington, Pa., who turned a remarkable ride in a 1600 Porsche RSK. Fourth went to world champion (F1) Jack Brabham, of Australia, in a 2-liter Cooper Monaco. The Swedish champion, Joakim Bonnier, Stockholm, was fifth in a 1500 Porsche RSK.

Sixth was Harry Blanchard, Greenwich, Conn., 1500 Porsche RSK; seventh, Jim Jeffords, Milwaukee, 5.5 Chevy-Scarab; eight, Count Wolfgang von Trips, Germany, 1600 Porsche; ninth, Alan Connell, Ft. Worth, 4.1 Ferrari; 10th Dick Thompson, Washington, D. C., 4.6 Sting Ray Spl.

The first six places finished in the same lap. Seventh through 10th were one lap behind.

### \$31,000 Race

The race was worth \$31,000, including \$8,000 in starting scratch, and it was quite a financial plum for Constantine and the car owner, Elisha Walker, New York City stockbroker.

First prize was worth \$11,000—\$7,500 plus \$2,000 (Shell Oil), \$1,000 (KLG spark plugs), and \$500 for class C win. Complete prize list for the race appears elsewhere in this issue.

The Hill bit was tough, but that's part of racing. He was second by 31 seconds after losing 50 seconds when he was knocked out on turn 2 on the ninth lap.

A rear-view mirror made faulty by the suspension prevented his good friend, Denise McCluggage from seeing Hill in time as he bore down to pass her. She thought he was going by on the inside—but he didn't.

His wheels locked and he went into a tremendous side skid, winding up 35 feet off the course. Hill lost 30 seconds backing out, then another 20 when he made a pit stop to see if the tires were OK.

Additionally, pit management was below par. Until the 45th lap—four before the finish—Hill did not receive a single pit signal. On the 45th they gave him the sign—"21," (minus 21 seconds) and waved him on furiously.

### Eleanor Furious

The difference in cash between first and second was about \$7,000.

... no wonder Eleanor was furious! This same turn two, a lap or so after, also was the undoing of 19-year-old Pedro Rodriguez of Mexico City. Gaston Andrey, the early leader in a 2-liter Maserati, clouted the rear of Pedro's 4.1 Ferrari. He wound up in the boondocks, where Hill had been. It took him 10 minutes to back out. At the time he was second overall behind Jeffords' Scarab.

Pedro still finished 12th overall and second in class. It was this same Andrey who pranged Rodriguez twice in the LeMans-type start.

The big attractions, of course, were Stirling Moss, in a 4.2 Aston Martin, and Brabham.

Moss, who isn't famous for being easy on machinery, took over the lead on the seventh lap, pitted one lap later to check a hastily-repaired gas tank that earlier made it doubtful the Aston would be a starter.

### 50-Second Stop

He dropped about 15 places, but worked his way back up into contention. Moss pulled in for gas and tires on the 28th and was away in less than 50 seconds.

On the 34th he was back in second, passing Constantine and trailing the blazing Andrey. Moss came in on the 35th after having spun on the backstretch. He was out for good. Gas was pouring from the rear of the Aston.

Brabham, as has been the case all season with the Cooper-Climax in Grand Prix driving, was steady and consistent all the way. He was handicapped, too, by injuries suffered here yesterday when a stone bounced into his face, smashing his goggles.

Through all of this, Constantine was right in the midst of contention. He was never too far off the pace.

### Andrey In Front

At the end of 10 it was Andrey, Rodriguez, Jeffords, Richie Ginther (in Eleanor von Neumann's 4.1 Ferrari), Constantine, Thompson and Brabham. Richie stopped for

## Vignettes

(Continued from Page 1)

didn't lose a cent."  
**SMALL CROWD**  
They said the crowd was 15,000. I doubt if it exceeded 10,000, which is terrific for this town.

Let's be honest; the Grand Prix itself was not too hot. Eighteen cars started, and of the seven that finished only FIVE made it under their own power.

Four cars completed 42 laps, then the next two were three laps behind, and the seventh car was four laps behind!

But this is the most classic form of racing. It is splendorous even if it isn't nip and tuck. And the most remarkable thing after watching sports car racing in this country and others close by is that the Formula 1 cars go fast. They move.

It reminds me of a comment by the late Jean Behra of France at Riverside two years ago. They asked him what he thought of Miles. With perfect candor he answered: "Yes, he's a fine driver, but he doesn't go fast."

And that's about the way you compare sports car racing with Formula 1 racing.

It's not cricket to compare a 218-miler with a 12-hour race. Today, Bruce McLaren averaged 98.83mph in his Cooper-Climax; the record for the enduro is 86.66mph, set in '58 by Phil Hill and the late Peter Collins in a Ferrari. The lap record today was 101.13mph, made by Maurice Trintignant's Cooper-Climax. The enduro lap record was set in '58 by Stirling Moss in an Aston Martin at 93.6mph.

And in practice the other day Moss turned a three-minute lap in a Cooper for a speed of 104mph.

These Formula 1 cars move!

The Vanderbilt Cup races at the turn of the century drew from 200 to 300,000 people. Grands Prix in Europe draw up to 200,000 souls.

It will take years, but Grand Prix racing will take hold in these United States. The sport is titanic. How anybody can, clownlike, sit there and watch those squirrel-cage oval races will always mystify this innocent bystander.

A comparison between road and track racing is more than odious.

★ ★ ★  
Lance Reventlow was around—in the press section.

Earlier, the report was that his new formula cars were not ready, which was the reason he did not go to Australia and New Zealand. But here they said the Grand Prix job was ready, and the reason it didn't race was because of differences with Ulmann over appearance money.

★ ★ ★  
At a press party the other night, Ulmann popped off, embarrassing Rodger Ward and his midget. Then his slack cranked out an irrelevant handout saying road racing would degenerate because courses didn't approximate normal highways. All the gab was on sports cars—and this had absolutely nothing to do with the next day's racing, which was Formula 1.

★ ★ ★  
Conditions also were lousy at wondrous Nassau. It was cold. Prices were brutal. The hotel (Carlton House) was just about as bad as the Sebring Hotel... Nassau and Sebring again? ... Never! ... Nunca! ... Jamais!

### VOTE FOR COLEMAN

On the ballot for 1960 CSCC bd. of gov. are Alan Fordney, Rey Martinez, Frank Milne, Jack Nethercutt, Sr., John Robinson, Otto Zipper. Incumbents: Ed Barker, Sumner Bennett, Dave Bracken, Ray Frug, Frank Monise, Perry Peron.

A well-liked and hard-working chap who stands a fine chance to be elected as a write-in candidate is Walter Coleman. He has been the grid steward five of the eight years he's been with the Cal Club. At Riverside, they got 125 signatures on a petition trying to get him

tires after 15 laps and became a DNF 10 laps later owing to gear-box malfunctioning. This machine has been more than a headache.

Although the scorers lost track of him, Carroll Shelby, Dallas, in a 2.8 "birdcage" Maserati, also was in shooting distance until he went kaput on the 31st with a broken rear end suspension tube.

## Sebring GP

(Continued from Page 5)

Brooks, Moss, Hill and Trintignant. Allison was a threat for more than half the race, holding down fourth behind Brabham, McLaren and Brooks on the 23rd lap, when he went out with a broken clutch. For a spell he and Ireland had quite a dice.

### Close Together

And while everyone was watching Brabham and McLaren—always separated by just a few car lengths and following an identical pattern going into the turns—von Trips was having a duel with Trintignant, and, later with Brooks, who nailed him on the 39th lap.

Both Moss and Trintignant were driving for Rob Walker, so when the Britisher was forced out, he joined the French wine grower's pit and cheered him on. At this point (the 26th lap), Trintignant was 24 seconds behind Brabham.

Allison, in his Ferrari, was the only threat to Brabham and McLaren in the early stages, but after he went out, first von Trips moved into third, and then Trintignant, on the 24th.

### Cooper Worried

The Frenchman was flying and stayed in that slot until the last lap.

John Cooper of the factory was one worried and harried individual in the closing stages as Trintignant bore down on Brabham and McLaren.

Everybody and his brother figured Brabham a cinch. McLaren was driving to instructions and was in there for protection.

And then it happened. Brabham's Cooper had developed a fuel leak. Brimming with moxie, Jack pushed the car around two turns and into the homestretch.

They gave him a wild ovation. And he deserved it. The guy is a real champion—a distinct credit to the sport.

## Ray Lands Renault Post

Charles Ray has been appointed district sales manager for Renault, Inc. with headquarters in L.A., James A. Quesenberry, West Coast regional manager for the automobile company, announced today. Ray will be in charge of sales activities in Southern California, Arizona, Utah and Nevada. He succeeds Robert B. Jones, who has been placed in charge of Renault sales in the Wichita, Kans. area.

on the slate. This included all the name drivers and half of the present board.

An ex-driver, Walter knows the pilot's problems. He's also with SCCA, and one of his aims is to bring harmony between the two outfits. Remember Walter Coleman's name as a WRITE-IN candidate. MOTORACING's choices: Fordney, Martinez, Milne, Nethercutt, Robinson and Coleman (WRITE-IN).

### ★ ★ ★

### FINANCIAL REPORT

What did the Times-Mirror charity races do last October at Riverside? Here are the figures and a comparison with the first one in 1958:

	1958	1959
Gross	\$139,969.45	\$119,271.
Expenses	76,685.54	77,712.
	(54.79%)	(65.16%)
Charity	63,283.91	41,559.

The recent one took in \$111,805 in admissions. This figure, plus \$7,466 listed for "advertising and entry fees," made up the \$119,271 gross. Expenses were about the same, but it appears the crowd this year was much less than the 72,000 which the SnapperWrappers said attended the '58 race. It's hard to tell what the exact gate was because the tab was \$3 and \$4.

Once the ice had been broken and with only one really European big name driver this year (Stirling Moss—and he doesn't work cheaply), it was expected expenses would be lower, but, percentage-wise, they were much higher, and charity got \$22,000 less, although still a nice nudge.



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